

PENNSYLVANIA

Sara A. Conrath to be postmaster at Dixonville, Pa., in place of S. A. Conrath. Incumbent's commission expires December 10, 1928.

David M. Gilbert to be postmaster at Hellam, Pa., in place of D. M. Gilbert. Incumbent's commission expired June 6, 1928.

James Matchette to be postmaster at Hokendauqua, Pa., in place of James Matchette. Incumbent's commission expires December 9, 1928.

Mearl W. Smith to be postmaster at Wehrum, Pa., in place of A. E. Chick, deceased.

Charles B. Rothenberger to be postmaster at West Leesport, Pa. Office became presidential July 1, 1928.

PORTO RICO

Leonor G. Rodriguez to be postmaster at Guayanilla, P. R., in place of L. G. Rodriguez. Incumbent's commission expires December 10, 1928.

Arturo G. Molina to be postmaster at Juncos, P. R., in place of A. G. Molina. Incumbent's commission expires December 10, 1928.

Teodoro M. Lopez to be postmaster at Vega Baja, P. R., in place of T. M. Lopez. Incumbent's commission expires December 10, 1928.

SOUTH CAROLINA

Melvin L. Sipe to be postmaster at Fountain Inn, S. C., in place of M. L. Sipe. Incumbent's commission expires December 10, 1928.

Albert H. Askins to be postmaster at Timmons ville, S. C., in place of A. H. Askins. Incumbent's commission expires December 9, 1928.

Jasper E. Watson to be postmaster at Travellers Rest, S. C., in place of J. E. Watson. Incumbent's commission expires December 10, 1928.

James J. Vernon, jr., to be postmaster at Wellford, S. C., in place of J. J. Vernon, jr. Incumbent's commission expires December 10, 1928.

TENNESSEE

Hattie B. Huskins to be postmaster at Petros, Tenn. Office became presidential July 1, 1928.

TEXAS

Jefferson F. House to be postmaster at Bridgeport, Tex., in place of J. F. House. Incumbent's commission expires December 10, 1928.

Ralph B. Martin to be postmaster at Camden, Tex., in place of R. B. Martin. Incumbent's commission expires December 10, 1928.

Dewitt T. Cook to be postmaster at Centerville, Tex., in place of D. T. Cook. Incumbent's commission expires December 10, 1928.

John W. Claiborne to be postmaster at Charlotte, Tex., in place of J. W. Claiborne. Incumbent's commission expires December 10, 1928.

William R. Dickens to be postmaster at Eden, Tex., in place of W. R. Dickens. Incumbent's commission expires December 10, 1928.

William E. Barron to be postmaster at Iola, Tex., in place of W. E. Barron. Incumbent's commission expires December 10, 1928.

Edmund A. Giese to be postmaster at Lagrange, Tex., in place of E. A. Giese. Incumbent's commission expires December 10, 1928.

John L. Vaughan to be postmaster at Lubbock, Tex., in place of J. L. Vaughan. Incumbent's commission expires December 10, 1928.

Henry O. Wilson to be postmaster at Marshall, Tex., in place of H. O. Wilson. Incumbent's commission expires December 10, 1928.

Marion Zercher to be postmaster at Mount Vernon, Tex., in place of Marion Zercher. Incumbent's commission expires December 10, 1928.

John R. Ware to be postmaster at Nederland, Tex., in place of J. R. Ware. Incumbent's commission expires December 10, 1928.

Millard H. Edwards to be postmaster at Nixon, Tex., in place of M. H. Edwards. Incumbent's commission expires December 10, 1928.

Robert L. Mobley to be postmaster at Santa Anna, Tex., in place of R. L. Mobley. Incumbent's commission expires December 10, 1928.

Pearl B. Monke to be postmaster at Wehnert, Tex., in place of P. B. Monke. Incumbent's commission expires December 10, 1928.

Hugh F. Skelton to be postmaster at Wylie, Tex., in place of H. F. Skelton. Incumbent's commission expires December 10, 1928.

WASHINGTON

John F. Moyer to be postmaster at College Place, Wash., in place of J. F. Moyer. Incumbent's commission expired February 13, 1928.

Thurston B. Stidham to be postmaster at Doty, Wash., in place of T. B. Stidham. Incumbent's commission expires December 9, 1928.

William C. Hubbard to be postmaster at Klickitat, Wash., in place of W. C. Hubbard. Incumbent's commission expires December 9, 1928.

WISCONSIN

Marion L. Lundmark to be postmaster at Balsam Lake, Wis., in place of J. E. Lundmark, deceased.

WYOMING

John G. Bruce to be postmaster at Lander, Wyo., in place of J. G. Bruce. Incumbent's commission expires December 9, 1928.

HOUSE OF REPRESENTATIVES

THURSDAY, December 6, 1928

The House met at 12 o'clock noon.

The Chaplain, Rev. James Shera Montgomery, D. D., offered the following prayer:

O God, our Heavenly Father, if we have taken our daily bread and it brought us no message; if we have enjoyed a night's rest and we are not grateful; if we have received encouraging news and we are not more hallowed; if we have had enjoyment and have failed to see Thee, O Lord, forgive us and open our eyes now. Make of these blessings a glorious ministry and send us on our way and make it glow with Thy presence. Oh, may we see Thee in the creation, preservation, and in the redemption of the great, wide world. May we know Thee in the nearness and sanctity of true friendship. The power of God is on the side of him who battles for truth's sake. Glory be to Thy holy name. Amen.

The Journal of the proceedings of yesterday was read and approved.

MESSAGES FROM THE PRESIDENT

Sundry messages in writing from the President of the United States were communicated to the House by Mr. Latta, one of his secretaries.

SENATE JOINT RESOLUTIONS REFERRED

Joint resolutions of the Senate of the following titles were taken from the Speaker's table and under the rule referred as follows:

S. J. Res. 102. Joint resolution authorizing the erection of a memorial building to commemorate the winning of the Oregon country for the United States; to the Committee on the Library.

S. J. Res. 139. Joint resolution for the relief of the Iowa Tribe of Indians; to the Committee on Indian Affairs.

RESIGNATION OF A MEMBER

The SPEAKER laid before the House the following communication, which was read by the Clerk:

DECEMBER 1, 1928.

HON. NICHOLAS LONGWORTH,

Speaker House of Representatives, Washington, D. C.

DEAR MR. SPEAKER: I hereby give notification of my resignation as a Member of the House of Representatives, to take effect as of December 15, 1928. This resignation has already been lodged with the Governor of the State of Ohio.

Very respectfully yours,

THEODORE E. BURTON.

DEATH OF THE LATE REPRESENTATIVES GEORGE M. WERTZ AND WARREN WORTH BAILEY, OF PENNSYLVANIA

Mr. LEECH. Mr. Speaker, I ask unanimous consent to address the House for two minutes.

The SPEAKER. The gentleman from Pennsylvania asks unanimous consent to address the House for two minutes. Is there objection?

There was no objection.

Mr. LEECH. Mr. Speaker, it is my regret to announce the death during the recent recess of the Hon. George M. Wertz and the Hon. Warren Worth Bailey, both of Johnstown, Pa., the two remaining ex-Members of this House from the twentieth district of Pennsylvania, the district which it is my honor to represent.

Mr. Wertz, a Member of the Sixty-eighth Congress, who died November 19, 1928, was a life-long Republican of the old school. He was a consistent friend and supporter of the late Senator Penrose, whose confidence he held during the lifetime of that great Republican leader. Mr. Wertz was successively sheriff,

State senator, county controller, and Congressman from Cambria County, which now composes the twentieth district of Pennsylvania. His outstanding ability and leadership were indicated by the fact that he became president pro tempore of the Senate of Pennsylvania during his first term in that body. Senator Wertz was honest, absolutely fearless, outspoken, and brilliant in his mental attainments as well as his political leadership. His passing marks the close of an epoch in politics in the district, a period that was graced by leadership of several types of men, but none who had the deserved respect of our county to a more marked degree than my friend, George M. Wertz.

Warren Worth Bailey died November 9, 1928. Mr. Bailey served in the Sixty-third and Sixty-fourth Congresses and was the first Democrat ever to represent that district. He was as consistent a Democrat as Mr. Wertz was a Republican. He was a real Democrat to the end, never having relinquished the position of free trade his party early accepted, and was also an apostle of Henry George in his single-tax adherence. Mr. Bailey was a brilliant journalist, as evidence of which statement he brought the Johnstown Democrat from a minor position as a mere local newspaper to a place where it attracted national attention by reason of the strength, clarity, and sincere conviction of the editorials written by its editor and owner, Mr. Bailey.

Mr. Bailey was honest and fearless in his policies and had the respect of our people to such a marked degree that while his district is normally Republican he was twice elected to represent it in this body, where he gave a very creditable account of himself and his district. As the death of Senator Wertz marks the close of a political epoch in our Republican politics, so the death of Mr. Bailey ends a definite period in the Democratic circles of our county. His place politically and journalistically will not soon be filled.

TREASURY AND POST OFFICE APPROPRIATION BILL

Mr. WOOD. Mr. Speaker, I move that the House resolve itself into the Committee of the Whole House on the state of the Union for the consideration of the bill (H. R. 14801) making appropriations for the Treasury and Post Office Departments for the fiscal year ending June 30, 1930, and for other purposes, and pending that I ask unanimous consent that the time for general debate be equally divided between the gentleman from Tennessee [Mr. BYRNS] and myself and that the time limit be not fixed at the present time.

The SPEAKER. The gentleman from Indiana moves that the House resolve itself into the Committee of the Whole House on the state of the Union for the consideration of the bill H. R. 14801; and pending that, asks unanimous consent that for to-day the time for general debate be equally divided between himself and the gentleman from Tennessee [Mr. BYRNS]. Is there objection?

There was no objection.

The motion of Mr. Wood was agreed to.

Accordingly, the House resolved itself into the Committee of the Whole House on the state of the Union, with Mr. SNELL in the chair.

Mr. WOOD. Mr. Chairman, I ask unanimous consent that the first reading of the bill be dispensed with.

The CHAIRMAN. The gentleman from Indiana asks unanimous consent to dispense with the first reading of the bill. Is there objection?

There was no objection.

The CHAIRMAN. Under unanimous consent the time for general debate is equally divided between the gentleman from Indiana [Mr. Wood], and the gentleman from Tennessee [Mr. BYRNS].

Mr. BYRNS. Mr. Chairman, with the consent of the gentleman from Indiana, I yield five minutes to the gentleman from Florida [Mr. SEARS].

Mr. SEARS of Florida. Mr. Chairman, and my colleagues, I am being flooded with memorials asking Congress to give relief to make floods in Florida impossible. I have just written to the State engineer of the drainage district calling attention to the fact that Senator FLETCHER, in a general bill last year secured a survey of the Everglades, Senator TRAMMELL also secured relief, and my colleague, Congressman DRANE, was successful in securing the passage of a bill which would make further floods impossible.

In the river and harbor bill now on the calendar, and which I sincerely trust we will pass, there is partial relief, but it will not give Florida all the relief that we are entitled to. I wrote him that I did not believe the governor and other State officials of our State desired to place the Florida delegation in an improper light before the public by stating we had done nothing and that we had worked in season and out of season for relief.

I repeat that through the courtesy of the Speaker we were able to pass the bill that I have already referred to. I want to thank our able Speaker for the courtesy and assistance he extended to my colleague [Mr. DRANE] and myself. In 1925 my colleague [Mr. DRANE] introduced a special bill, but no relief could be secured on that bill, and in 1926 there was a flood that cost the loss of lives of two or three hundred people.

We then secured the passage of this bill in 1927. In 1928 more than 2,000 people in that area lost their lives, and many of them were northern people. Over the long-distance telephone to-day one of my good Republican friends wanted to know whether I would work for relief down there. I told him that I had been working for relief and that I would continue to do so.

I have just introduced a bill asking for other and further relief in that flooded section in order that more lives may not be lost and that no more property may be destroyed because of those conditions. This is a companion bill to the one introduced yesterday by Senator FLETCHER. Unless this Congress passes this bill or some bill giving to the people relief where more than 2,000 have already lost their lives, if another flood should occur and other lives be lost, then at my door and at your door will rest the responsibility. But my colleagues have been kind to me in the past, and I believe they will grant the relief to which we are entitled. [Applause.]

Mr. WOOD. Mr. Chairman, I yield 25 minutes to the gentleman from Michigan [Mr. CRAMTON].

DENATURANTS IN INDUSTRIAL ALCOHOL

Mr. CRAMTON. Mr. Chairman, I ask unanimous consent to extend and revise my remarks in the RECORD by inserting therein certain letters which I have in mind to read in part and discuss.

The CHAIRMAN. The gentleman from Michigan asks unanimous consent to extend his remarks in the RECORD by inserting therein certain letters to which he refers. Is there objection?

There was no objection.

Mr. CRAMTON. Mr. Chairman, at the last session there was prominently before the Congress the question as to the proper denaturants to be used in industrial alcohol. That question does not have any necessary connection with the question of prohibition except as it at that time seemed to be brought in through some desire, perhaps, to embarrass law enforcement.

The question of the use of industrial alcohol and the question as to the proper denaturants to be used in such alcohol do not necessarily have anything to do with the question of prohibition, and in my judgment it is highly regrettable that the two questions should have been tied together. As a matter of fact, great industries are building up which need to use industrial alcohol in their processes of manufacture. Those industries would be greatly endangered if any such action were to be taken by the Government as was urged in this House in the last session in the Linthicum amendment proposed to the Treasury appropriation bill. A great deal of confusion results in the minds of the public, and sometimes in the minds of the Members of this House, through loose talk about "poison alcohol," and so forth. The impression is left that this is something that is simply a result of prohibition, and that the policy of prohibition is responsible for it. That is not true. Industrial alcohol existed before we had any national prohibition.

Mr. KINDRED. Mr. Chairman, will the gentleman yield? Mr. CRAMTON. Mr. Chairman, I prefer not to yield until I have finished my statement, if the gentleman will pardon me. The same denaturants were used at that time that are used now. Many nations to-day that have not prohibition and do not dream of having prohibition treat their industrial alcohol substantially as we do.

The particular purpose of my rising to-day has been to bring to the attention of the House the best statement that has been made from the scientific or from the industrial point of view with respect to this question, and in that view I am only echoing the view of Doctor Doran, the eminent chemist and Commissioner of Prohibition, who says that the letter to which I am about to refer—

is the best presentation of the legal and scientific background of the denatured alcohol act as at present administered that I have ever seen.

The letter of Doctor Doran in full reads as follows:

TREASURY DEPARTMENT,
BUREAU OF PROHIBITION,
OFFICE OF COMMISSIONER OF PROHIBITION,
Washington, November 1, 1928.

Mr. H. S. CHATFIELD,
101 Maiden Lane, New York City.

DEAR MR. CHATFIELD: I desire to acknowledge your letter of October 26, 1928, inclosing copy of letter of Mr. Stayton and your reply thereto

on the general subject of denaturants and the administration of the industrial alcohol provisions of the act of June 7, 1906, and the pertinent sections of the national prohibition act, particularly Title III.

In my judgment your reply is the best presentation of the legal and scientific background of the denatured alcohol act as at present administered that I have ever seen. This letter should clear the atmosphere and set the whole situation out where a thoughtful person can clearly see the picture. I appreciate your willingness to permit me to mimeograph these letters for a limited distribution to persons who are intimately concerned with the present situation. You have rendered a real service to the Bureau of Prohibition in this matter.

With kindest regards, I am
Very sincerely yours,

J. M. DORAN,
Commissioner of Prohibition.

Recently, Capt. W. H. Stayton, chairman of the board of directors of the Association against the Prohibition Amendment, addressed the following letter, under date of September 25, 1928, to Mr. H. S. Chatfield, who is chairman of the industrial alcohol committee of the National Paint, Oil, and Varnish Association.

THE ASSOCIATION AGAINST THE PROHIBITION AMENDMENT,
Washington, D. C., September 25, 1928.

W. H. Stayton, chairman board of directors; Henry H. Curran, president; Charles H. Sabin, treasurer; G. C. Hinckley, secretary; office chairman board of directors, Lexington Building, Baltimore, Md. Executive committee: Pierre S. du Pont, chairman; Benedict Crowell, Henry H. Curran, Irene du Pont, Grayson M. P. Murphy, Charles H. Sabin, W. H. Stayton

H. S. CHATFIELD, Esq.,

101 Maiden Lane, New York, N. Y.

DEAR MR. CHATFIELD: I have your letter of September 20, and in order to keep Major Curran informed, I am following your example and sending him a copy of this letter.

I do not know Major Curran's feeling concerning the poison alcohol matter and it may well be that the details of the situation have not been brought before him.

I feel that there is some necessity for explaining a bit, for although you and I ought to be in complete accord on this matter, I find that we are at present in real opposition, and I believe that is because we are not talking about exactly the same thing, and that each of us perhaps has a misapprehension as to the position of the other.

Broadly speaking, it has always seemed to me to be true that the users of industrial alcohol should be in accord with such action as we have taken concerning what has become known as poison alcohol, and wherever I have had an opportunity to talk to the users (as for example, the officers of the Du Pont Co.) I have found after a few words of explanation, there was complete unanimity.

Therefore, I am going to take the liberty of laying the situation before you as I see it and I will be grateful for your reply commenting on the points I raise.

1. Those provisions of the Volstead Act which apply to industrial alcohol are unconstitutional and result from usurpation on the part of Congress. Obviously Congress had some power, industrial or otherwise, over alcohol before the passage of the eighteenth amendment, but such power as Congress then possessed was derived chiefly from the commerce clause of the Constitution which gave to Congress no power over alcohol, either industrial or denatured, within the border of a State or when used in intrastate commerce.

Then came the eighteenth amendment, which, if one believes in its constitutionality, must be conceded to give to Congress power (even in interstate matters) over alcohol "for beverage purposes"—and for beverage purposes only.

Now, industrial alcohol is not maintained for beverage purposes, and although it is really being used now as a beverage—that is, in my opinion, merely because of improprieties of the Volstead law.

My opinion, then, is that Congress was given no additional power whatever under the eighteenth amendment as to industrial alcohol, and that all of those provisions of the Volstead Act which touch industrial alcohol, and which go further than Congress had a right to go with that commodity prior to 1919, are null and void.

And I have been surprised that those associations, such as yours, which are interested in industrial alcohol, have not taken this constitutional ground.

2. You, I understand, think we should not use the term "poison liquor." I fear, however, that it is the fact that though I may sympathize with you in agreeing that this is a misnomer, yet as I see it it is a fact and not a condition which confronts us. I do not like the words "wet" and "dry." There are men in our organization who never took a drink, but who constitutionally oppose the eighteenth amendment, and yet they are described as "wet," and it would be very difficult to make one's self understood to the public if we described the word "wet."

The same is true of poison liquor. Condemn the newspapers if you will, but none the less the phrase "poison liquor" is part of the vernacular, and I do not believe that I at least could make myself

so well understood to the average American crowd by the use of some circumlocution as I could if I used the vernacular (but I quite agree inaccurate) phrase "poison liquor."

3. I gather from your letter that you think we ought not to make any campaign based on the poison-liquor idea, even if we do not use the phrase. I understand you to maintain that the poisoning (if one wants to use that phrase) of alcohol in order to denature it is necessary, and that to campaign for any change in that respect is harmful to the industry. I think that is just where people have misunderstood us or that we have misunderstood you.

For myself I can say that I do not in the least object to the use of even a virulent poison in the denaturing of alcohol over which Congress has proper power, but I do object and I feel that this association ought to object to allowing that liquor after it is poisoned to get into circulation.

Please let me state the facts as I see them.

A. It is no crime to drink liquor. If the people who passed the eighteenth amendment had made it a crime, then the situation might be different, but there is no crime in drinking.

B. If, therefore, I go to a friend's house and he offers me a drink I am committing no legal offense if I accept his invitation and, however much a prohibitionist may talk about my violating the spirit of the law, he will be talking wildly. If he wanted the law to prevent my drinking, it should have been put in the law.

C. Now it is a fact—and the Government officers know it as well as you and I do—that there is much bootlegging going on and that this is carried on by ignorant people who have sometimes taken industrial alcohol, have improperly rectified it, and deaths have consequently resulted, and, as I have said, the man that took the drink might well have been innocent of violating any law.

D. Who, then, are the guilty parties? I suppose we would include the person who had stolen the poisoned alcohol, the person who had improperly rectified it, the person who sold it, and perhaps the person who bought it, but it is absolutely clear to my mind that if the Government or Government officials allowed the poisoned alcohol to sit out in the open in such fashion that it might be said to be improperly guarded, then there was negligence which resulted in death.

E. I talked to a Federal district attorney on this subject. He told me I think that in his district there were some 1,100 tanks or containers which held industrial alcohol or wood alcohol which would kill human beings. He said that ignorant men and some wicked men had access to these containers and that there were only eight men detailed by the Government to see that this poison was not taken by such men and distributed in the community.

F. He used to me this expression as nearly as I can recall it: "I have in my district 1,100 mad dogs owned by the United States Government and only eight men to guard them, and they are consequently running at large. It is the duty of the Government to stop that sort of thing, no matter how much it loses. If it is necessary to have the poisoned alcohol, then every container should be guarded by a Government officer or should in some way be kept there at Government expense under such conditions that it could never reach and kill an innocent person."

Therefore I have, in this matter, been of opinion that the Government should stop denaturing, not that it should put any more burdens on the manufacturer but rather that the Government should relieve the industrial establishment of all expense in the matter.

Suppose I put it this way. If I could visualize myself as being the head of the United States Government with authority to do what the law commanded and with the desire to do that which is right, I think I would say, in substance, this:

First. My Government has passed a prohibition law, and it desires that people should not drink at all.

Second. So far as that law goes, it is my duty to endeavor to stop drinking.

Third. As one of the aides in stopping drinking I must try to prevent the sale of denatured alcohol, so far as the Constitution permits me, because I know that denatured alcohol may be converted into a beverage.

Fourth. But the people that use denatured alcohol have their own rights, and I as a government have no moral right to put additional obligation on them and make them help me enforce prohibition law which I passed and not they.

Fifth. Therefore it will be my duty to leave the manufacturer free to use denatured alcohol just as if there were no prohibition restrictions whatever. I must not put him to any additional expense, and I must not put him under the restrictions which will handicap him in the performance of his work. But I must, on the other hand, see that the denatured alcohol is not converted into a beverage, and I must certainly and above all see that it does not get loose where it will poison people.

Holding the views on these points I have above mentioned, you will, I think, understand why when I was in charge of the details of

the association's program I took the course I did. If I am wrong in this, I should like to be convinced to the contrary, and I know I can assure you that both Major Curran and I are open minded in the matter and ready to be convinced of whatever is right.

Very truly yours,

W. H. STAYTON,
Chairman of the Board.

Mr. H. S. Chatfield is an outstanding figure in the world of industry that is interested in this problem. I have no reason to believe that he is afflicted with any radical sympathy for prohibition. He is interested in the industries with which his lifetime has been spent. The last issue of *Who's Who* in the Chemical and Drug Industries tells us that he has been in the shellac business from 1882 to date, and that he is now vice president and treasurer of the Kasebier Chatfield Shellac Co. During the war he was director in charge of the New York office of the War Trade Board. He is now chairman of the Industrial Alcohol Committee of the National Paint, Oil, and Varnish Association.

The letter from Captain Stayton to Mr. Chatfield brought from Mr. Chatfield the letter under date of October 26, 1928, which reads as follows.

The Clerk read the letter, as follows:

OFFICE OF THE CHAIRMAN OF THE
INDUSTRIAL ALCOHOL COMMITTEE,
New York, Friday, October 26, 1928.

Capt. W. H. STAYTON,
Chairman of the Board,
The Association Against the Prohibition Amendment,
Lexington Building, Baltimore, Md.

DEAR CAPTAIN STAYTON: Business conditions have been such as to prevent my replying more promptly to your letter of the 25th ultimo, the receipt of which has heretofore been acknowledged. I appreciate the consideration which you have given to the subject of our correspondence.

I can not agree with you that the provisions of the national prohibition act which apply to industrial alcohol are unconstitutional. According to my friends in the legal profession, all doubt in that regard would seem to have been settled some years ago by the Supreme Court of the United States in the case of *Meyer Selzman v. The United States*, which dealt specifically with denatured alcohol. It will be found in volume 268 of the court's decisions, at page 466.

Neither do I understand that, before the adoption of the eighteenth amendment, Congress did not have power to legislate with regard to alcohol except under the commerce clause of the Constitution. It is probably true that Congress could not then prohibit the manufacture of alcohol for beverage purposes and regulate its use in any manner after the tax payment, but under its taxing powers Congress did enact numerous laws affecting all alcohol produced in the United States, whether shipped in interstate commerce or not. Among them was the original denatured alcohol statute of June 7, 1906. I have never heard it contended that these laws relating to the revenue applied only to alcohol which crossed State borders. Many of such laws, passed years before the eighteenth amendment was adopted, are still on the books. The tax on ethyl alcohol attaches as soon as it comes into being, and freedom from it can only be had when the product is lawfully withdrawn from bond for denaturation or other tax-free purposes; and if the repeal of the eighteenth amendment were an accomplished fact tomorrow, tax-free denatured alcohol would be provided for and regulated under these various laws which have not the remotest connection with that amendment. Adequate denaturation, therefore, is primarily and essentially a part of our internal-revenue system and will so continue as long as alcohol is a taxable commodity.

If you are right in associating denatured alcohol with prohibition, one would expect that countries which do not have prohibition would also be without regulations for denaturing industrial alcohol. However, exactly the contrary is true. England has denatured industrial alcohol for over 70 years; France and Germany over 50. In fact, the United States was perhaps the last of the civilized nations of the earth to adopt this simple but essential method of supplying the arts and industries with a necessary raw material, while at the same time protecting the governmental revenue. It is also worthy of note that all these countries, without even one exception, find it advisable to use practically the same basic denaturing materials that are prescribed in our country.

It is to be regretted that you feel it necessary to use the term "poison liquor." As you state, it is inaccurate—a misnomer. The very fact that the phrase has a dramatic appeal to an uninformed public should make us all the more cautious in employing it. It conveys the impression that the Government deliberately "poisons" ethyl alcohol to enforce prohibition, whereas, as above stated, the same fundamental denaturants have been used in Europe for over half a century and in this country since January 1, 1907—long before our national prohibition act took effect.

Your suggestion to the effect that the Government should be compelled to guard every drop of denatured alcohol, so that it could not

possibly be diverted to beverage purposes, presupposes, as does the entire agitation on the subject, that denatured alcohol is responsible for deaths and other injuries connected with the drinking of alcoholic liquors. A careful survey by eminent scientists, public health officials, and others has failed to support such a charge against denatured alcohol in practically every reported instance of death and injury from such drinking. In the majority of such cases the real cause has been declared to be excessive indulgence in ethyl-alcohol beverages obtained from wildcat stills and other bootleg sources; in fact, the most authoritative medical authorities have reached the conclusion that few, if any, deaths have resulted from denaturants in diverted industrial alcohol, and it has been found in some cases that denatured alcohol was popularly credited with deaths that were due to drinking pure methanol (wood alcohol), over which the Federal Government has no control.

I quite agree with you that "it is no crime to drink liquor," but everyone knows that with few exceptions no liquor is to be had which is not contraband. If one drinks such liquor, knowing its illegal character and the questionable sources from which it comes, it is for that person, in view of the repeated warnings by the Government, at least to make certain that the outlawed product is reasonably safe. Although not guilty of a crime, such an individual can not be said to be innocent in the sense of not knowing the danger. No law can wholly protect a man from his own foolhardy act.

You refer to a statement by an unnamed public official on the above subject. I speak for business men, who can certainly be trusted to know more about the disposition of their product than anybody else. We surely know within very close limits how much denatured alcohol is made and how much is used by legitimate manufacturing interests. We also realize that the bootlegger instead of going to the trouble and expense of attempting to "clean" industrial alcohol is finding it cheaper and easier to "make his own" from corn sugar and other substances obtainable at every cross-roads store. Such liquor, made hastily and with inadequate equipment, may very well be poisonous, but it has no relation to denaturants in industrial alcohol.

There seems to be a deplorable misunderstanding in your conception as to the attitude of industry toward the principle of denaturation and the denaturants employed. Please bear in mind that the denatured alcohol law of 1906 was passed at the instance of leading merchants in all lines who are compelled to use alcohol in their manufacturing processes. As one who took a prominent part in having that legislation enacted, I can assure you that it was not an easy task, since we had to overcome determined resistance on the part of those who did not understand its real import, including the "dry" forces. We can say, therefore, that the denatured alcohol law is in substance of our own making. Moreover, we watch carefully the selection of denaturants. There is not one ingredient in denatured alcohol that is not of our own choice, or, at any rate, does not have our approval. In other words, such substances are not chosen at the whim of an official in Washington, but in accordance with formulæ indorsed by chemists of the affected industries. To illustrate the cooperation in this direction which Dr. James M. Doran, the present Commissioner of Prohibition—himself an eminent chemist—extends to science and industry, I am attaching hereto a list of an industrial advisory council appointed by him for the purpose, together with the official formulary sanctioned by that group.

There are several reasons why we should not want to use tax-free pure ethyl alcohol, even if it were available. Can you, as a practical man, visualize the problem of policing our plants and of maintaining morale if we were handling enormous quantities of pure alcohol that could be diverted "as is" to beverage use? In order to prevent lawlessness a Government guard would have to be placed on every mixing tank and our commercial operations would otherwise be hampered to an extent that is unthinkable. As a matter of fact, our processes require those very ingredients that you condemn. These materials are selected, not out of regard for the human stomach, for which they are not intended, but for the reason that they are best suited for the purpose of producing paints, varnishes, and the innumerable other articles of everyday use which can hardly be thought of in connection with beverages. If such materials should be selected from the point of view that you suggest it would result in destroying long-established formulas and generally bring about demoralization in lawful trade circles. That this danger is not chimerical is shown by the serious alarm expressed by all industries that use denatured alcohol. Since this agitation arose great scientific and commercial bodies, such as the National Paint, Oil, and Varnish Association and the American Chemical Society, have made their position altogether clear in support of the Government's policy regarding enforcement of the tax-free denatured alcohol law. Succinctly stated, they are not exercised because the Government requires effective denaturation. That is done in accordance with their own wishes. Their real concern is based on the attempt to hook up denaturation and prohibition. The former is entirely an industrial manufacturing proposition—the latter a great social question. Any attempt to solve the problems of one in terms of the other can not be seriously considered.

Summed up, the scientific and commercial interests with which I am in contact—and they cover all fields—are entirely out of sympathy with the attitude of your association in the above behalf, for the reason that it reflects upon the integrity of a tax-free denatured

alcohol law which was enacted more than two decades ago after years of continuous effort. Perhaps the best presentation of their view is found in the report of the committee on legislation of the National Wholesale Druggists' Association which was unanimously adopted at the annual convention of that organization in Atlanta, Ga., October 1 to 4, 1928:

"It is an astonishing fact that after 20 years of steady progress in the development of the Government's free industrial alcohol policy—a policy which was not adopted until it had been successfully tested in England, France, Germany, and other European countries—attempts should be made in Congress to render this policy ineffective by the imposition of absurd restrictions upon the agents to be employed by the Treasury Department for the purpose of denaturing industrial spirits. A number of bills, notably the Edwards measure, forbidding the use of any poisons or deleterious substances in the denaturation of alcohol, have been presented in both houses, and it is an extraordinary fact that the sponsors of these propositions have been men who heretofore manifested a laudable disposition to protect the legitimate alcohol trades against fanatical attacks. Chiefly for partisan political advantage, a contingent of so-called wets brought forward the slogan—'Take the poison out of denatured alcohol'—and not only endeavored to secure the passage of special measures to this end, but also sought to attach riders to appropriation bills prohibiting the expenditure of any part of the funds allocated to prohibition enforcement in the authorization of any alcohol formula in which a substance 'deleterious to health' should be employed. It goes without saying that to secure the best results and to protect the Government in the enforcement of the policy of the prohibition of the manufacture, sale, and use of all alcoholic beverages, many substances deleterious to health must be employed in some of the 75 formulae necessary to meet the requirements of the countless industries which employ alcohol as a raw material.

"The allied trades are to be congratulated heartily upon the fact that the congressional leaders have had their eyes opened to the fallacies underlying these attacks on industrial alcohol and that the interested trades have not been required to waste time in attending futile hearings on these ill-advised measures."

A copy of this letter is being sent to Major Curran.

Yours very truly,

H. S. CHATFIELD,
Chairman Industrial Alcohol Committee
National Paint, Oil, and Varnish Association.

Mr. CRAMTON. Mr. Chairman, I am satisfied that any Member of the House who will read the Chatfield letter will be convinced that such action as was proposed in the Linthicum amendment to the Treasury bill last year would be an unnecessary and unwarranted interference with legitimate industry and would be destructive in high degree to great industries in this country and would throw out of employment thousands of men in the very cities represented by those gentlemen who supported that amendment.

Mr. KINDRED. Mr. Chairman, will the gentleman yield?

Mr. CRAMTON. I yield now to the gentleman from New York.

Mr. KINDRED. Mr. Chairman, I very highly appreciate the gentleman's great courtesy in yielding to me at this time. I wish to assure the gentleman and the Members of the House who are interested in this question from a purely medical standpoint that I am not asking questions or approaching the subject from the viewpoint of political partisanship, and to make my assurance doubly sure in that respect I will say that I was not a candidate for reelection to Congress in the last election, and that the presidential and congressional elections are recently over.

Mr. CRAMTON. Permit me to say to the gentleman that our acquaintance with him makes it quite unnecessary for him to give the first assurance and that we regret that the second has come to pass.

Mr. KINDRED. I appreciate very highly the gentleman's kind remarks. Now to get to the point which is in my mind. I do not know that I would vote for the amendment suggested by my friend and colleague [Mr. LINTHICUM] of Maryland, but I favor the objects to be accomplished in denaturing industrial alcohol which the gentleman from Michigan favors, and which Doctor Doran, head of the enforcement department of prohibition of the prohibition law, favors, but there can be brought about a denaturing and the saving of thousands of lives, and I do not wish to make an extravagant statement in this respect. It is impossible to estimate the number of foolhardy people referred to in the letter just read, but notwithstanding that we as physicians know that we have been called upon in many and many a sad case and know that many men and women—

Mr. CRAMTON. May I ask that the gentleman shall propound his question. I do not want to take—

Mr. KINDRED. I am coming to it right now. The point is that industrial alcohol can be denatured by a substance so odoriferous, so repugnant to taste and smell, and which does not and which will not kill poor foolhardy people who will drink denatured alcohol and—

Mr. CRAMTON. Allow me to make a suggestion—I can not yield for a speech, I will for a question. I would like to make this observation, however: If the gentleman and those who agree with him—

The CHAIRMAN. The time of the gentleman has expired.

Mr. CRAMTON. Mr. Chairman, I ask for one additional minute.

The CHAIRMAN. Is there objection? [After a pause.] The Chair hears none.

Mr. KINDRED. The question is—

Mr. CRAMTON. I will have to complete this statement and then I will yield for a question. I suggest that if the gentleman and those who agree with him that it is possible to do this thing differently go to the industries that are affected and who say they would be largely hampered by such a proposition, and if they can gain an agreement with those industries on the subject, then come to Congress and they will not have much trouble.

Mr. KINDRED. Allow me to complete my question. Will the gentleman agree—

Mr. CRAMTON. If the gentleman will allow me time to answer.

Mr. KINDRED. That he would give his influence, and it is very great, and properly so, to recommend that a commission composed of eminent, scientific, unbiased men, not connected with the Government, suggest something in the line of decomposed animal or vegetable substance to be placed in alcohol which will not kill—

Mr. CRAMTON. The letter I have had read comes from a source of the greatest technical ability entirely experienced with the subject, entirely disassociated from any prohibition department of the Government or any other contact with the Government.

Mr. KINDRED. Will the gentleman agree to an unbiased opinion of that kind?

Mr. CRAMTON. I have already put it in the Record.

The CHAIRMAN. The time of the gentleman has again expired.

Mr. BYRNS. Mr. Chairman, I yield myself 20 minutes.

Mr. Chairman, it is not my intention to discuss the details of the pending appropriation bill. The gentleman from Indiana [Mr. Wood], who has charge of the bill, will later on take up the matter in detail and explain the various provisions of the bill. I may later on, and probably will, have something to say relative to certain appropriations when the bill is read for amendment. I want to take the time at my disposal for the purpose of calling attention to a matter relative to the administration of the services of the Government which I think is particularly important at this time.

The estimates so far submitted for the fiscal year 1930 amount to \$4,417,369,004.67. This is an increase of \$95,220,992.61 over the appropriations which were made at the last session for the fiscal year 1929. It is very certain that these 1930 estimates will be considerably increased. Your committee has been advised that there will be additional supplemental estimates for a number of items, including approximately \$12,000,000 for public buildings. The Budget reduced the estimates for tax refunds \$15,000,000 below the amount which will actually be required for 1930, with the statement that this sum can be made up at the next session. This is a practice which should not prevail. Whether so intended or not, it is calculated to mislead the people as to the amount of money which is being appropriated. The original or first estimates are given the widest publicity. Supplemental estimates receive little attention. When it is known, therefore, just what sums will be needed during the coming fiscal year there is no justification for holding them back to a later date.

The total cost of Federal, State, and municipal governments approximate \$11,000,000,000. The earnings of all the American people last year amounted to over \$90,000,000,000. Therefore, about one-eighth of our income is spent for taxes; or, figuring it another way, for every dollar earned in this country about 12 cents is required for taxes. There is no question but that the constantly increasing cost of government is one of the very serious problems with which our Government must deal. Federal appropriations and expenditures are rapidly increasing each year. As a matter of fact, the expenses of every department have increased to a considerable extent every year except one since the fiscal year 1924. The estimated expenditures for the fiscal year 1930 are \$4,525,719,647, which includes postal

expenditures. This is \$433,820,172.16 more than the expenditures for the fiscal year 1924, and that, too, notwithstanding the fact that more than \$300,000,000 less will be required for interest on the public debt. In addition to this there are now on the statute books authorizations amounting to more than \$1,000,000,000 for which appropriations will be required within the next few years, and these authorizations will undoubtedly be greatly increased during the present session. Our National Government is already expending vastly more than was ever expended in peace time, and unless some way is found to check or curb these expenditures they will very soon amount to \$5,000,000,000 per annum.

And I may say that it may well be questioned whether in the interest of real economy the appropriations for 1930 should not be greatly increased, particularly for public buildings and for flood control. Congress has authorized \$265,000,000 for the erection of public buildings here in Washington and elsewhere in the country, and \$325,000,000 for the control of the Mississippi floods. Of course, under the bill that was passed by Congress, it is expected to be a continuing program of several years. But I seriously question the economy, after Congress has determined to make the expenditure, of appropriating by piecemeal the amount necessary to complete the work in hand. Public buildings are constructed by contract in various parts of the country. The idea of putting up these buildings is not only to afford convenience to the people who use the mails and to provide facilities for the meetings of our courts, but also to save rent; and since these appropriations will ultimately be made it may well be said that it would result in economy if Congress would go further and make sufficient appropriations and complete these buildings at the earliest possible moment on 3½ or 4 per cent money, rather than continue for a series of years to pay rent amounting to 15, or it may be 20, per cent to the landlords over the country.

The same is true of flood control. We appropriated last year \$15,000,000. My recollection is that the Budget calls for \$30,000,000 for 1930. Of course, under that program it will take several years to expend the \$325,000,000 authorized. This work is being done up and down the Mississippi River by contract, and, even though the Chief of Engineers may say that he has all the money that he can expend, we all well know that since the work is being done by contract, contracts could be let up and down the Mississippi River and the work carried on and completed at an earlier date than is now contemplated. Of course, if no floods occur, it is all right; but we are taking the chance of other floods occurring and hundreds of millions of dollars and thousands of lives lost pending this completion of the program of flood control.

Of course, this would greatly increase the amount carried, and that may have influenced the administration in its estimates, but no one, it seems to me, can deny that it would be good business to complete this work at the earliest time possible, since Congress has determined that this work must be done. As in the case of rivers and harbors, the Government has lost, and is losing, vast sums of money by this piecemeal method of making appropriations for work already determined upon.

Undoubtedly many of these increases are entirely justified. Our Government must and should continue to make adequate and liberal provision for those who have served their country in war. It must continue to safeguard the public health to the fullest extent possible. It must continue to aid in the construction of good roads. It must protect American lives and property at home and abroad. It should provide adequate national defense until an international agreement for disarmament is entered into and which will be carried in good faith by all the contracting nations. What, then, it may be asked, can be done to relieve the taxpayers without impairing the efficiency of the Government or a wise and progressive administration of its affairs?

Waiving the importance of a searching scrutiny of expenditures and the elimination of such expenditures as may be desirable but which are not of vital importance, I think it is clear to those who have studied the present financial operations of our Government that much could be accomplished by coordinating many functions of the various departments, eliminating numerous and expensive duplications, abolishing unnecessary commissions and independent bureaus, and consolidating and combining many of the necessary activities under the responsible head of some one department. This would save a very large overhead in the way of salaries and other expenses and at the same time promote more efficient administration. It has been urged for a number of years without result, and the necessity of such action was sharply drawn to the attention of the public in the recent presidential campaign when the Democratic candidate called attention to these unnecessary expenditures and in the event of his election pledged himself to

their elimination in the interest of economy and greater efficiency in government.

During the war many additional commissions and bureaus were created. It was expected that most if not all of them would be abolished at the conclusion of the war. On the contrary, at every session since then new commissions have been created. It seems to be the habit, whenever a troublesome or debatable question is raised, to promise the appointment of a commission to look into it and make a report. These commissions are constantly seeking to extend their powers. They always cost a lot of money, and very few have ever justified their creation. It is not unfair to say that duplications exist in nearly all of the departments. What justification can there be for having air services in four different departments and under four different Secretaries? Why have three commissioners in the United States Compensation Commission at \$9,000 per annum, with highly paid secretaries and other resulting overhead expenditures, when the work could be as well and possibly better performed under some bureau chief at a smaller salary and with a less number of employees in some one of the departments of the Government? Why should two bureaus administer the pension laws enacted for the benefit of veterans of our various wars, when all the work could be performed by the Veterans' Bureau, which has hospitals and surgeons at its command and could thus save considerable overhead in salaries and medical and traveling expenses? Why have chemical and other divisions in one department performing work similar to that being done in other departments? Why create a new commission every time new activities are undertaken? There are quite a number of boundary commissions established under treaties with big salaries for the commissioners and large clerical forces and very little to do during the year. Why could not the work of these commissions be established under one commission? Why should not the Bureau of Vocational Education be put under the Bureau of Education in the Interior Department?

I may say that for a number of years, as you gentlemen well know, there has been agitation as to alleged duplication of duties by the consular service and the commercial agents of the Government abroad. I would not do anything to interfere with the splendid work being done by the Department of State and by the Bureau of Foreign and Domestic Commerce abroad, but I wonder if some plan could not be worked out that would bring a coordination of the work now performed by the Consular Service and these representatives of the Department of Commerce, for undoubtedly that work is duplicated in many instances.

These questions could be multiplied. There may be a good reason for the maintenance of some of them but a careful survey should be made in order to determine that fact. Certain it is that a reorganization and consolidation of them could be made at a great saving to the taxpayers, and I believe, at the same time, promote greater efficiency of Government.

There are approximately 55 independent bureaus and commissions. Most of them could be abolished and their functions performed by departments. Of course, that would mean the elimination of many fat jobs but that should not deter those who are interested in serving the taxpayers.

There has been no effective reorganization since the World War. The necessity for such reorganization was recognized by everyone at the beginning of Mr. Harding's administration. Congress created a joint committee of the Senate and House to make a survey and report a plan of reorganization. It is a matter with which Congress should deal because legislation created these agencies and legislation will be required to abolish or consolidate them. Subsequently the President insisted that he should be allowed to appoint the chairman of the joint committee, and Congress reluctantly permitted this to be done and he appointed a citizen of Ohio at a salary of \$7,500 per annum. We thus had the anomaly of an appointee of the President serving as chairman of a joint committee of Congress.

I do not think it too much to say that the chairman of that joint committee really controlled the investigation that was made, and to that fact may be due in some measure the total failure of anything being done. Although much time was consumed and at considerable expense, nothing was accomplished save a report to Congress which was not even considered, and this, too, notwithstanding the assertion of Mr. REAVIS, a distinguished member of the committee, that a real, effective reorganization would have resulted in a saving of \$300,000,000 per annum. There has been nothing done since then save a transfer of the Patent Bureau and the Bureau of Mines from the Interior Department to the Department of Commerce. These two bureaus are now costing over \$1,000,000 more than they were costing at the time of the transfer.

I have introduced a joint resolution providing for a joint committee of the Senate and the House to be appointed by the President of the Senate and the Speaker of the House, respectively, to make a survey of the administrative services of the Government and report to Congress, together with its recommendations, and to prepare and submit bills and resolutions having for their purpose the coordination of Government functions and their most efficient economical conduct. It is similar in text to the resolution which was adopted at the beginning of Mr. Harding's administration. I hope that some such resolution will be adopted at this session of Congress. This is not a partisan question and I am sure that I can pledge to the Republican majority in the Congress the cordial cooperation and support of every Democratic Member in any effort that may be made to bring about such reorganization as will promote greater efficiency and economy in the administration of our Nation's business.

And I may say that now, it seems to me, is the most important and really necessary time to take this up. The President elect enjoys a very wide reputation throughout the country as a great organizer and splendid business man, and I can not believe but that he would heartily approve any efforts that might be made by Congress along this line. It seems to me now that within three months from the time he takes control of the administration of the affairs of our Government Congress should by some such method as I have outlined secure the facts by a careful survey and pass the necessary legislation to save the great amount of money that I am confident can be saved in the expenditures made by the Government and at the same time bring about a better administration and greater efficiency in the conduct of the Government.

Mr. ARENTZ. Mr. Chairman, will the gentleman yield?

Mr. BYRNS. Certainly.

Mr. ARENTZ. Has the gentleman given any thought to the remarks or statement made by the President relative to a coordination of the legal employees in the several departments under one head?

Mr. BYRNS. The gentleman means in the President's message the other day?

Mr. ARENTZ. Yes; in the President's message.

Mr. BYRNS. Yes. I noted that the President recommended something along that line. He also referred, as the gentleman will recall, to the possible consolidation or coordination of these bureaus having to do with payment of pensions to the veterans of our wars.

The remarks I have made are along that line. Of course, I think we ought to go further than the President suggested in his message. I think we ought to take up the whole administrative service of the Government in all of its departments and abolish many of these commissions and bureaus, and I have only referred to a few of them. Of course, I could have gone into greater detail if it had been necessary.

Mr. ARENTZ. I should oppose the move contemplated by the President, because if all of these legal activities were centered in one head—the Attorney General—your constituent and mine would have no appeal.

The CHAIRMAN. The time of the gentleman from Tennessee has expired.

Mr. BYRNS. I will take five additional minutes.

Mr. ARENTZ. But when it comes to an ordinary and simple proposition in one of the bureaus, the bureau has its chief counsel, and the chief counsel takes up things with which he is definitely acquainted.

Take the General Land Office. The chief counsel in that office knows everything pertaining to public lands, but if you should center all of these things in the Attorney General's office your constituent and mine, instead of going to the counsel of the General Land Office, before the matter had even been placed in the hands of the Secretary of the Interior or he had placed it in the hands of the Attorney General, would have to go to the Attorney General's office and there would be absolutely no appeal. Your constituent or my constituent would have to go to the Attorney General and there would be no man above him, so that instead of having a chance to appeal two or three times on the way up he would have his hands tied.

Mr. BYRNS. The gentleman's remarks simply serve to emphasize the importance of the appointment of a joint committee to make the survey I have suggested and make a report to Congress. The gentleman differs with the President in regard to the consolidation of the legal services, as I understand it, but the whole point I have been trying to make here is not to even suggest what in my own mind might be a proper consolidation or coordination but that a joint committee should be appointed to make a survey, so that Congress can act intelligently.

Mr. ARENTZ. A joint committee of the House and Senate?

Mr. BYRNS. Yes.

Mr. ARENTZ. A joint committee composed of men who know the problems that confront them daily?

Mr. BYRNS. Precisely, and I will say without hesitation that such a joint committee ought to be composed only of Members of the Senate and House and they ought to be given the fullest latitude in making an investigation of all these departments and commissions so that the Congress may act intelligently on the matter.

Mr. ARENTZ. I am in full accord with the gentleman.

Mr. O'CONNELL. Will the gentleman yield?

Mr. BYRNS. Yes.

Mr. O'CONNELL. The gentleman would not want the President to appoint the chairman of the commission again?

Mr. BYRNS. No; and, as I have said, I think it was a mistake to permit him to appoint the chairman of that joint committee eight years ago. As I sought to explain, this is a matter with which Congress should deal, because these commissions and these independent bureaus have been created by law, and legislation will be required either to abolish them or consolidate them.

Mr. O'CONNELL. Through Congress?

Mr. BYRNS. Undoubtedly through Congress.

Mr. GARRETT of Tennessee. Will the gentleman yield?

Mr. BYRNS. Yes.

Mr. GARRETT of Tennessee. The act, I think, of the executive branch of the Government in requesting and obtaining the authority to appoint the gentleman who became chairman of that committee had much to do, especially when coupled with the further fact that that chairman really dominated the committee, with preventing the consideration of the legislation that was suggested, though there were some other things in it. For instance, they went beyond the real intent, I think, of the House and recommended a new department. That was one thing which threw a damper over the matter, certainly as far as I was personally concerned. But I want to ask the gentleman a question, and that is if he is committed directly to the policy of a joint committee? My observation has been that joint committees appointed for legislative purposes as a rule have not been as successful in bringing about legislation as has been the case where each body has proceeded independently and erected its own committee. I am not expressing now any opinion of my own upon the subject, but I was wondering whether the gentleman thinks a joint committee would be better than to have each body erect its own committee.

Mr. BYRNS. I agree with the gentleman, and perhaps if I had followed my own personal inclination I would have prepared my resolution simply for a House committee; but as I have just said, legislation will be required to put through any recommendations that such a committee might make, and I thought, in view of the fact that the Senate is a joint legislative body with the House, that any report which may be made would more likely receive consideration by both Houses of Congress if both are represented on the committee.

The CHAIRMAN. The time of the gentleman from Tennessee has again expired.

Mr. BYRNS. Mr. Chairman, I will take five additional minutes.

Mr. GARRETT of Tennessee. Theoretically, of course, a joint committee is in the interest of expedition, yet practically my observation has been it has not always expedited. However, I should not have any opposition to a joint committee.

Mr. BYRNS. The resolution which I have introduced will go before the committee of which the gentleman is a member, I take it, the Committee on Rules, and I have no particular pride in the resolution. What I am anxious about is to see something done along the line I have indicated, and if the committee, after consideration, should feel that it was entirely proper and more likely to bring about quick and satisfactory results to confine it to a committee of the House, of course I would accept the amendment.

Mr. GIFFORD. Will the gentleman yield?

Mr. BYRNS. Yes.

Mr. GIFFORD. Having observed the working out of the consolidation of State departments, I would not like for the gentleman to emphasize too strongly the losing of fat jobs. Does not the gentleman realize that when separate commissions are taken into a larger department they always "cover in" the positions of the men in charge, and always increase the salary of the man at the head of the consolidated department, and in the end there is no saving of money; and in addition there is very great danger sometimes of taking away the initiative of an independent organization by putting it under the control of a larger department. I sympathize with the gentleman's attitude

with reference to the Consular Service and the trade commissioners and such things where there is duplication of effort, but does the gentleman think that the fat jobs would be eliminated and that greater initiative effort would be the result?

Mr. BYRNS: I think they would undoubtedly be eliminated if Congress considered the interests of the taxpayer rather than those who hold the positions. Of course, if the positions were continued or if salaries of the heads of the departments or bureaus were increased thereby it would be the responsibility of Congress and Congress alone.

Mr. KINDRED. Will the gentleman yield?

Mr. BYRNS. Yes.

Mr. KINDRED. In approximately the middle of the gentleman's speech I did not clearly understand whether he meant to recommend or suggest the abolition of any considerable existing medical agency and the substitution therefor of some other existing medical agency.

Mr. BYRNS. No; I endeavored to make it plain that I was not making any recommendation. I was simply referring to a few of the matters that might be regarded as proper subjects for the consideration of the proposed joint committee.

Personally, I will say to the gentleman I think the Pension Bureau ought to be put under the Veterans' Bureau. I can not see any reason why we should continue to have a Pension Bureau and a Veterans' Bureau. The Veterans' Bureau is supplied with hospitals, it is supplied with surgeons and medical services, and it seems to me that a great deal of money could be saved without affecting in any way the interests of any of the veterans of any of our wars by putting them under one head. This, of course, would do away with the medical division of the Pension Bureau, but I will submit to the gentleman that if this could be done in the interest of economy and with the same amount of efficiency and justice to the soldier it ought to be done.

Mr. KINDRED. I am in agreement with the gentleman's suggestion and I want to emphasize that the Public Health Service, which is one of the most efficient and industrious medical agencies that the Government has ever provided, is capable of taking care of a great deal that is now subdivided in the manner the gentleman has spoken of.

Mr. BYRNS. I do not yield to any gentleman on the floor in so far as my admiration of the Public Health Service is concerned. I have always stood for the most liberal appropriations for that great service and I would not want to see anything done that would disturb its work.

Mr. KINDRED. And I hope for an enlargement of its sphere of influence.

Mr. BYRNS. I join the gentleman in that hope. [Applause.]

The CHAIRMAN. The time of the gentleman from Tennessee has expired.

Mr. WOOD. Mr. Chairman, I yield 15 minutes to the gentleman from Pennsylvania [Mr. KELLY].

Mr. KELLY. Mr. Chairman and gentlemen of the committee, there is romance in the history of the United States Postal Service. Its history is the record of the development of transportation in this country. And in all its annals since Benjamin Franklin guided its destinies, there has been no more marvelous development than that of the air mail service.

The comparatively small amount spent in this activity has been well spent. It has resulted in building up the aircraft industry and in furnishing a reservoir of men and materials for the aviation development which is vital to any nation.

The contract air mail service, if it had no other achievement than the training of Col. Charles Lindbergh to its credit, would be fully justified. He was a contract air-mail flyer and was on leave of absence when he made his trans-Atlantic flight.

I want to review the history of this remarkable service. It is little more than 10 years ago when the first mail plane started on the flight from Washington to New York. It was an inauspicious beginning, for the pilot lost his way and was forced to land without completing the trip.

The Post Office Department continued its pioneer work, and the air mail was a Government operation until the enactment of the contract air mail law of 1925, of which I was the author. The original act was as follows:

[Public—No. 359—68th Cong.]

An act (H. R. 7064) to encourage commercial aviation and to authorize the Postmaster General to contract for air mail service

Be it enacted, etc., That this act may be cited as the air mail act.

Sec. 2. That when used in this act the term "air mail" means first-class mail prepaid at the rates of postage herein prescribed.

Sec. 3. That the rates of postage on air mail shall be not less than 10 cents for each ounce or fraction thereof.

Sec. 4. That the Postmaster General is authorized to contract with any individual, firm, or corporation for the transportation of air mail

by aircraft between such points as he may designate at a rate not to exceed four-fifths of the revenues derived from such air mail, and to further contract for the transportation by aircraft of first-class mail other than air mail at a rate not to exceed four-fifths of the revenues derived from such first-class mail.

Sec. 5. That the Postmaster General may make such rules, regulations, and orders as may be necessary to carry out the provisions of this act: *Provided*, That nothing in this act shall be construed to interfere with the postage charged or to be charged on Government-operated air mail routes.

Approved, February 2, 1925.

This act provided that payment to contractors should not exceed four-fifths of the revenues. After a number of contracts had been let, it was found through experience, that such a method of payment delayed the air mail, since each piece of mail matter must be examined in order to determine the revenue.

This was corrected by an amendment which was passed in 1926. It was as follows:

[Public—No. 331—69th Cong.]

An act (H. R. 11841), to amend section 4 of the air mail act of February 2, 1925, so as to enable the Postmaster General to make contracts for the transmission of mail by aircraft at fixed rates per pound

Be it enacted, etc., That section 4 of the air mail act of February 2, 1925, is amended to read as follows:

"That the Postmaster General is authorized to contract with any individual, firm, or corporation for the transportation of air mail by aircraft between such points as he may designate, and to further contract for the transportation by aircraft of first-class mail other than air mail at fixed rates per pound, including equipment, under such rates, rules, and regulations as he may prescribe, not exceeding \$3 per pound for air mail for the first 1,000 miles, and not to exceed 30 cents per pound additional for each additional 100 miles or fractional part thereof for routes in excess of 1,000 miles in length, and not exceeding 60 cents per pound for first-class mail other than air mail for the first 1,000 miles, and not to exceed 6 cents per pound additional for each additional 100 miles or fractional part thereof for routes in excess of 1,000 miles in length. Existing contracts may be amended by the written consent of the contractor and the Postmaster General to provide for a fixed rate per pound, including equipment, said rate to be determined by multiplying the rate hereinabove provided by a fraction, the numerator of which is the per cent of revenues derived from air mail to which the contractor was previously entitled under the contract, and the denominator of which is 80."

Approved, June 3, 1926.

Under this method of payment the air mail advanced rapidly and many contracts were let. All the rest of the world was outdistanced in the transportation of mail by aircraft.

Still there were handicaps. The law provided that the rate should not be less than 10 cents an ounce and the Post Office Department fixed the rate at 10 cents a half ounce or 20 cents an ounce. This reduced the volume, and many planes carried far less than capacity loads. The expense was practically the same as though the planes were filled.

A lower rate was the obvious way to increase volume. At the same time this would reduce revenues and in certain contracts mean that too high compensation would be paid contractors.

These two points were met in a bill I introduced in the last session and which was enacted into law. It was as follows:

[Public—No. 410—70th Cong.]

An act (H. R. 8337) to amend the air mail act of February 2, 1925, as amended by the act of June 3, 1926

Be it enacted, etc., That section 3 of the air mail act of February 2, 1925 (U. S. C., title 39, sec. 463), as amended by the act of June 3, 1926, is hereby amended to read as follows:

"SEC. 3. That the rates of postage on air mail shall not be less than 5 cents for each ounce or fraction thereof."

SEC. 2. That after section 5 of said act (U. S. C., title 39, sec. 465) a new section shall be added as follows:

"SEC. 6. That the Postmaster General may by negotiation with an air-mail contractor who has satisfactorily operated under the authority of this act for a period of two years or more, arrange, with the consent of the surety for the contractor and the continuation of the obligation of the surety during the existence or life of the certificate provided for hereinafter, for the surrender of the contract and the substitution therefor of an air mail route certificate, which shall be issued by the Postmaster General in the name of such air-mail contractor, and which shall provide that the holder shall have the right of carriage of air mail over the route set out in the certificate so long as he complies with such rules, regulations, and orders as shall from time to time be issued by the Postmaster General for meeting the needs of the Postal Service and adjusting air mail operations to the advances in the art of flying: *Provided*, That such certificate shall be for a

period not exceeding 10 years from the beginning of carrying mail under the contract. Said certificate may be canceled at any time for willful neglect on the part of the holder to carry out such rules, regulations, or orders; notice of such intended cancellation to be given in writing by the Postmaster General and 60 days provided to the holder in which to answer such written notice of the Postmaster General. The rate of compensation to the holder of such an air mail route certificate shall be determined by periodical negotiation between the certificate holder and the Postmaster General, but shall never exceed the rate of compensation provided for in the original contract of the air mail route certificate holder."

Approved, May 17, 1928.

Some 30 contracts have been entered into, as follows:

ROUTES IN OPERATION OR CONTRACTED FOR

CAM-1: Boston, Mass., via Hartford, Conn., to New York, N. Y., and return; 192 miles each way. Contract awarded October 7, 1925, to Colonial Air Transport (Inc.), 270 Madison Avenue, New York, N. Y., at \$3 a pound; service commenced July 1, 1926.

CAM-2: Chicago, Ill., via Peoria and Springfield, Ill., to St. Louis, Mo., and return; 278 miles each way. Contract awarded October 7, 1925, to Robertson Aircraft Corporation, Anglum, Mo., at \$2.53125 a pound; service commenced April 15, 1926.

CAM-3: Chicago, Ill., via Moline, Ill., St. Joseph and Kansas City, Mo., Wichita, Kans., Ponca City, Tulsa, and Oklahoma City, Okla., to Fort Worth and Dallas, Tex., and return; 1,059 miles each way. Contract awarded October 7, 1925, to National Air Transport (Inc.), 5936 South Cicero Avenue, Chicago, Ill., at \$3 a pound; service commenced May 12, 1926.

CAM-4: Salt Lake City, Utah, via Las Vegas, Nev., to Los Angeles, Calif., and return; 600 miles each way. Contract awarded October 7, 1925, to Western Air Express (Inc.), 117 West Ninth Street, Los Angeles, Calif., at \$3 a pound; service commenced April 17, 1926.

CAM-5: Salt Lake City, Utah, via Boise, Idaho, to Pasco, Wash., and return; 530 miles each way. Contract awarded October 7, 1925, to Walter T. Varney, P. O. box 722, Boise, Idaho, at \$3 a pound; service commenced April 6, 1926.

CAM-8: Seattle, Wash., via Tacoma and Vancouver, Wash., Portland and Medford, Oreg., San Francisco, Fresno, and Bakersfield, Calif., to Los Angeles, Calif., and return; 1,099 miles each way. Contract awarded December 31, 1925, to Pacific Air Transport (Inc.), 593 Market Street, San Francisco, Calif., at \$2.8125 a pound for 1,000 miles or less and \$3.09375 a pound from 1,001 to 1,100 miles; service commenced September 15, 1926.

CAM-9: Chicago, Ill., via Milwaukee, Madison, and La Crosse, Wis., to St. Paul and Minneapolis, Minn., and return; 383 miles each way. Contract awarded September 7, 1926, to Northwest Airways (Inc.), St. Paul, Minn., at \$2.75 a pound; service commenced June 7, 1926.

CAM-11: Cleveland, Ohio, via Youngstown, Ohio, and McKeesport, Pa., to Pittsburgh, Pa., and return; 123 miles each way. Contract awarded March 27, 1926, to Clifford Ball, 407 Market Street, McKeesport, Pa., at \$3 a pound; service commenced April 21, 1927.

CAM-12: Cheyenne, Wyo., via Denver and Colorado Springs, Colo., to Pueblo, Colo., and return; 199 miles each way. Contract awarded October 4, 1927, to Western Air Express (Inc.), 117 West Ninth Street, Los Angeles, Calif., at \$0.83 a pound; service commenced May 31, 1926.

CAM-16: Cleveland, via Akron, Columbus, Dayton, and Cincinnati, Ohio, to Louisville, Ky., and return; 339 miles each way. Contract awarded October 10, 1927, to Continental Air Lines (Inc.), Cincinnati, Ohio, at \$1.22 a pound; service commenced August 1, 1926.

CAM-17: New York, N. Y., via Cleveland and Toledo, Ohio (Detroit, Mich.), to Chicago, Ill., and return; 772 miles each way. Contract awarded April 2, 1927, to National Air Transport (Inc.), 5936 South Cicero Avenue, Chicago, Ill., at \$1.24 up to 1,500 pounds, then sliding scale; service commenced September 1, 1927.

CAM-18: Chicago, Ill., via Cedar Rapids, Iowa City, and Des Moines, Iowa; Lincoln and North Platte, Nebr.; Cheyenne and Rock Springs, Wyo.; Salt Lake City, Utah; Elko and Reno, Nev.; and Sacramento to San Francisco, Calif., and return; 1,918 miles each way. Contract awarded January 29, 1927, to Boeing Air Transport (Inc.), Georgetown Station, Seattle, Wash., at \$1.50 a pound up to 1,000 miles; service commenced July 1, 1927.

CAM-19: New York, N. Y., via Philadelphia, Pa.; Washington, D. C.; Richmond, Va.; Greensboro, N. C., and Spartanburg, S. C., to Atlanta, Ga., and return; 763 miles each way. Contract awarded February 28, 1927, to Pitcairn Aviation (Inc.), Land Title Building, Philadelphia, Pa., at \$3 a pound; service commenced May 1, 1928.

CAM-20: Albany, N. Y., via Schenectady, Utica, Syracuse, Rochester, Buffalo, N. Y., to Cleveland, Ohio, and return; 443 miles each way. Contract awarded July 27, 1927, to Colonial Western Airways (Inc.), 270 Madison Avenue, New York, N. Y., at \$1.11 a pound; service commenced December 17, 1927.

CAM-21: Dallas, via Fort Worth, Waco, and Houston, to Galveston, Tex., and return; 320 miles each way. Contract awarded August 17,

1927, to Texas Air Transport (Inc.), Fort Worth, Tex., at \$2.89 a pound; service commenced February 6, 1928.

CAM-22: Dallas, via Fort Worth, Waco, Austin, to San Antonio, Tex. (and Laredo, Tex.), and return; 417 miles each way. Contract awarded August 17, 1927, to Texas Air Transport (Inc.), Fort Worth, Tex., at \$2.89 a pound; service commenced February 6, 1928.

CAM-23: Atlanta, Ga., via Birmingham and Mobile, Ala., to New Orleans, La., and return; 479 miles each way. Contract awarded August 19, 1927, to St. Tammany Gulf Coast Airways (Inc.), Roosevelt Hotel, New Orleans, La., at \$1.75 a pound; service commenced May 1, 1928.

CAM-24: Chicago, Ill., via Indianapolis, Ind., to Cincinnati, Ohio, and return; 270 miles each way. Contract awarded November 15, 1927, to Embury-Riddle Co., Lunken Airport, Cincinnati, Ohio, at \$1.47 a pound; service commenced December 17, 1927.

CAM-25: Atlanta, Ga., via Jacksonville, to Miami, Fla., and return; 622 miles each way. Contract awarded November 23, 1927, to Pitcairn Aviation (Inc.), Land Title Building, Philadelphia, Pa., at \$1.46 a pound; service to start December 1, 1928.

CAM-26: Great Falls, via Helena and Butte, Mont., Pocatello, Idaho, and Ogden, Utah, to Salt Lake City, Utah, and return; 493 miles each way. Contract awarded December 30, 1927, to National Parks Airways (Inc.), Salt Lake City, Utah, at \$2.475 a pound; service commenced June 30, 1928.

CAM-27: Bay City, via Saginaw, Flint, and Lansing, to Kalamazoo, Mich.; Detroit, Pontiac, via Ann Arbor, Jackson, Battle Creek, to Kalamazoo, Mich.; Muskegon, via Grand Rapids, to Kalamazoo, Mich.; and from Kalamazoo, Mich., via South Bend and La Porte, Ind., to Chicago, Ill., and return; 534 miles each way. Contract awarded May 4, 1928, to Thompson Aeronautical Corporation, First National Bank Building, Kalamazoo, Mich., at \$0.89 a pound; service commenced July 17, 1928.

CAM-28: St. Louis, via Kansas City, Mo., to Omaha, Nebr., and return; 395 miles each way. Contract awarded May 9, 1928, to Robertson Aircraft Corporation, Anglum, Mo., at \$0.785 a pound.

CAM-29: New Orleans, La., via Houston, to either San Antonio, Laredo, or Brownsville, Tex., and return; 550 miles each way. Contract awarded August 2, 1928, to St. Tammany Gulf Coast Airways (Inc.), Roosevelt Hotel, New Orleans, La., at \$1 a pound.

CAM-30: Chicago, Ill., via Champaign, Ill.; Terre Haute and Evansville, Ind.; Nashville and Chattanooga, Tenn., to Atlanta, Ga., and return, with a spur line Evansville, Ind., to St. Louis, Mo., and return; 790 miles each way. Contract awarded October 16, 1928, to Interstate Air Lines (Inc.), 105 West Adams Street, Chicago, Ill., at \$0.75 a pound; service to start November 19, 1928, from Chicago to Evansville, and December 1, 1928, all the way through.

Mr. LAGUARDIA. Mr. Chairman, will the gentleman yield?

Mr. KELLY. Certainly.

Mr. LAGUARDIA. The gentleman will recall that in the last session we had a bill under consideration one Consent Day permitting the Postmaster General to extend the life of the contract from 2 to 10 years.

Mr. KELLY. That is the bill enacted into law during the last session.

Mr. LAGUARDIA. Is it not true that some of these contracts made in the early days, at a time when equipment was much more costly than it is now, and when we had no experience, may be renewed to the advantage of these contractors instead of obtaining the advantage for the Government of the reduced cost of operation?

Mr. KELLY. No. There is complete protection. The contract will not be extended except at the lower rate desired by the Post Office Department.

Mr. LAGUARDIA. Then the Government is fully protected?

Mr. KELLY. Absolutely. The purpose of the bill was to make sure that the contract is not extended unless at the lower rate, justified by the increased volume.

Mr. WOOD. It might also be stated further that under the law and the regulations for carrying the air mail the Postmaster General has the right to call the contractors in and reduce these prices whenever he desires, and that is going to be done very soon.

Mr. KELLY. The purpose of that legislation was to protect the Government when we reduced the rate and increased the volume. The rates went into force on the 1st of August, 1928. Although August is usually a very dull month, the volume jumped 100 per cent.

Mr. LAGUARDIA. Is the Government in any way tied up permanently with any railroads in a contract for carrying the mail? In other words, as this new means of transportation develops, a greater volume of mail will be carried through the air, and all of the mail may even be transferred from the railroads to the air.

Mr. KELLY. There is no permanent contract at all with the railroads. The Postmaster General has authority to take

all of the mail off one road and put it on another, or take it off the roads and put it in the airplanes.

Of course, the Federal Government has assisted greatly in the establishment of lighted airways, which are of value to every aviation company, whether carrying mail or not. They serve commerce just as the lighthouses serve ocean transportation.

Mr. ROBSION of Kentucky. If the gentleman will permit this observation, I wonder if we put as much into the air mail service as in the railroads of the country in the way of grants of land, and so forth.

Mr. KELLY. No; nothing to compare with the aid given railroad transportation.

Mr. KADING. If the gentleman will yield for a short question, I would like to ask if the money expended on landing lights for airplanes is done at the expense of the Government or by private parties.

Mr. KELLY. Both. Many municipalities have expended large sums in equipping landing fields with lights and other necessary equipment. The aviation companies, in some instances, have lighted airways. Then the Government, through the Department of Commerce, has done a great service in lighting airways. Through cooperation great progress has been made. Night flying is essential to the realization of full value from the carriage of mail by aircraft.

Now, Mr. Chairman, I am sure many persons will be interested in the exact terms of the contract under which the contract air mail service operates. Here is the contract under which the air mail is now being carried between Chicago and San Francisco:

CONTRACT FOR AIR MAIL SERVICE
(Route No. CAM-18)

Contractor's address: Boeing Airplane Co. (Inc.) and Edward Hubbard, Seattle, Wash.

Route: Chicago, Ill., via Iowa City and Des Moines, Iowa, Omaha and North Platte, Nebr., Cheyenne and Rock Springs, Wyo., Salt Lake City, Utah, Elko and Reno, Nev., and Sacramento, Calif., to San Francisco, Calif., and return.

Rate of pay: \$1.50 per pound for the first 1,000 miles and 15 cents per pound for each additional 100 miles.

This article of contract, made the 29th day of January, 1927, between the United States of America (acting in this behalf by the Postmaster General) and Boeing Airplane Co. (Inc.) and Edward Hubbard, contractor.

Witnesseth that whereas Boeing Airplane Co. (Inc.) and Edward Hubbard has been accepted according to law as contractor for transporting the mails on route No. CAM-18, from Chicago, Ill., via the points specified above, to San Francisco, Calif., and return under an advertisement issued by the Postmaster General on November 15, 1926, for such service, which advertisement is hereby referred to and made by such reference a part of this contract, at the rate of \$1.50 per pound for the first 1,000 miles and 15 cents per pound for each additional 100 miles, for a period not exceeding four years from the starting date specified in order of Postmaster General, which date shall not be later than six months after award of this contract.

Now, therefore, the said contractor undertakes, covenants, and agrees with the United States of America—

First. To carry the mails offered with due celerity, certainty, and security, and in safe and suitable aircraft on the route described and on the schedule set forth by the Postmaster General, the contractor to receive and deliver the mails at the designated fields and point on said fields as approved by the Postmaster General.

Second. To carry said mails in a safe and secure manner, free from wet or other injury.

Third. To be accountable and answerable in damages for the person to whom the contractor shall commit the care and transportation of the mails and his faithful performance of the obligations assumed herein and those imposed by law; not to commit the care or transportation of the mails to any person under 16 years of age, nor to any person undergoing a sentence of imprisonment at hard labor imposed by a court having criminal jurisdiction, nor to any person not authorized by law to be concerned in contracts for carrying the mails.

Fourth. For which service when performed and evidence thereof shall have been filed with the Postmaster General, the said contractor is to be paid by the United States at the rate specified above, payments to be made monthly and as soon after the close of each month as accounts can be adjusted and settled, said pay to be subject, however, to be reduced or discontinued by the Postmaster General as hereinafter stipulated or to be suspended in case of delinquency.

Fifth. It is hereby also stipulated and agreed that deductions in pay will be made for suffering the mails to become wet, injured, or destroyed, or when a grade of service is rendered inferior to that stipulated in the contract, or for the loss of or depredation upon the mails in the custody of the contractor or his agent, provided the loss is occasioned by their fault.

Sixth. It is hereby further stipulated and agreed by the contractor that the Postmaster General may annul the contract or impose forfeitures, in his discretion, for repeated failures or for failure to perform service according to contract; for violating the Postal Laws and Regulations; for subletting service without the consent of the Postmaster General, or assigning or transferring the contract; for combining to prevent others from bidding for the performance of Postal Service, and such annulment shall not impair the right of the department to claim damages from the contractor and his sureties.

Seventh. It is hereby further stipulated and agreed that this contract may be terminated whenever, in the judgment of the Postmaster General, the interests of the Postal Service shall so require, upon serving notice upon the contractor at least one year prior to such termination: *Provided*, That in case of such discontinuance of service, as a full indemnity to the contractor, one month's extra pay, based on the average pay for the preceding six months' period, or full period of service if less than six months, shall be allowed.

Eighth. It is hereby further stipulated and agreed that no Member of or Delegate to Congress shall be admitted to any share of part of this contract or agreement, or any benefit to arise therefrom.

Ninth. That at any time during the continuance of this contract the Postmaster General may require new or additional sureties upon the bond hereto annexed, if, in his opinion, such sureties are necessary for the proper protection of the interests of the United States; and that the contractor shall furnish such sureties to the satisfaction of the Postmaster General within 10 days after notice so to do; and in default thereof this contract may be annulled, at the option of the Postmaster General.

Tenth. The contractor expressly warrants that he has employed no third person to solicit or obtain this contract in his behalf or to cause or procure the same to be obtained upon compensation in any way contingent, in whole or in part, upon such procurement; and that he has not paid or promised or agreed to pay to any third person, in consideration of such procurement or in compensation for service in connection therewith, any brokerage, commission, or percentage upon the amount receivable by him hereunder, and that he has not, in estimating the contract price demanded by him, included any sum by reason of any such brokerage, commission, or percentage, and that all money payable to him hereunder is free from obligation to any other person for services rendered, or supposed to have been rendered, in the procurement of this contract. He further agrees that any breach of this warranty shall constitute adequate cause for the annulment of this contract by the United States, and that the United States may retain to its own use from any sums due or to become due thereunder an amount equal to any brokerage, commission, or percentage so paid, or agreed to be paid.

Eleventh. It is hereby further stipulated and agreed by the contractor that this contract is subject to all the conditions imposed by law and by the several acts of Congress relating to post offices and post roads, and the conditions stated in the advertisement pursuant to which this contract is made.

Twelfth. It is hereby further stipulated and agreed that this contract may, in the discretion of the Postmaster General, be continued in force beyond its express terms for a period not exceeding six months until a new contract with the same or other contractors shall be made by the Postmaster General.

Thirteenth. In view of the fact that the payment of the contractor includes the weight of the equipment as well as the mail it is stipulated and agreed the department will not pay for the transportation over this route of any intercompany mail addressed to the contractor or his agents and pertaining to company business, nor will the department pay for any parcels carried over this route consigned to or for the use of the contractor.

Fourteenth. It is hereby further stipulated and agreed that the distances for purposes of computation of payment to the contractor shall be considered as from center of city to center of city (designated as stops on the route) in an air line.

Fifteenth. It is hereby further stipulated and agreed that whenever an existing stop is discontinued or an additional stop added, in accordance with the provisions as set forth in this contract, the distance over the route will be restated and payment for the units of 100 miles or fraction thereof in addition to the first 1,000 miles will be made on the same basis as before. Where the distance formerly was less than 1,000 miles, the rate for each hundred miles or fraction thereof in excess of 1,000 miles under the restatement shall be in the same ratio as the original bid was to the maximum allowed by law.

Sixteenth. It is hereby further stipulated and agreed that the mail compartment of planes used in the transportation of mail, designated as such by the Post Office Department, must meet with the approval of the Postmaster General in so far as location, size, and construction are concerned.

In witness whereof the Postmaster General has executed this contract in behalf of the United States and caused the seal of the Post Office Department to be affixed thereto, and the said contractor has hereunto set his hand and seal. The typewritten changes in the form of advertisement were made before this contract was signed.

Signed, sealed, and delivered in behalf of the United States this — day of —, 1927.

UNITED STATES OF AMERICA,
By ————,
Postmaster General.

Signed this — day of —, 1927.

———,
Contractor.

CERTIFICATE OF OATH BY THE CONTRACTOR
(Required by law)

I, the undersigned, being employed in the care, custody, and conveyance of the mail as contractor on the route named in the foregoing contract, do solemnly swear — that I will faithfully perform all duties required of me, and abstain from everything forbidden by the laws in relation to the establishment of post offices and post roads within the United States; and that I will honestly and truly account for and pay over any money belonging to the said United States which may come into my possession or control.

And I also further swear — that I will support the Constitution of the United States: So help me God.

———, Contractor.

Sworn before the subscriber, a —, State of —, this — day of —, 1927, and I also certify that the person named is not a postmaster, assistant postmaster, or a clerk employed in a post office, nor a member of the immediate family of a postmaster or assistant postmaster, and is to the best of my knowledge and belief above the age of 21 years.

Approved as to fact:

———,
Second Assistant Postmaster General.

Approved as to form:

———, Solicitor.

Mr. Chairman, several other routes are in prospect and planes will be flying over them within a few months.

The practice in establishing routes is to act upon petitions from postmasters of terminal cities, stating the possible air mail between the points. The department then studies these possibilities and whether or not the schedule will afford sufficient advantage over existing means of transportation to warrant establishment.

If it is believed that the route is justified, bids are advertised for and contract is awarded. Already 80 per cent of the population is in the air-mail territory.

All air mail travelling over contract lines enjoys these privileges: Insurance, registry, special delivery, and collect on delivery.

Now, the present situation as to air-mail service brings to light some facts which will be of value in judging the future. The record shows the growth as follows:

	Pounds
October, 1926	42,070
October, 1927	153,659
October, 1928	467,422

That seems an astounding development yet it is but the beginning. At the rate for October, 1928, it means that about 5,600,000 pounds are carried in a year. The total weight of letter mail, excluding local letters, post cards, and so forth, is 343,000,000 pounds a year.

In other words, we are carrying at present by aircraft about 1 pound in every 60. It is not an exaggerated statement to say that we shall ultimately carry 1 pound in 10 by this speediest of all methods of transportation.

That means that we shall be carrying 34,000,000 pounds a year or almost 3,000,000 pounds a month. It will be six times the volume carried at present.

Let us look at revenues and expenditures. There are about 40 letters to the pound, which at 5 cents per letter means revenues of \$2 per pound.

Our problem is to get the average cost within \$2 a pound. At present the contract rate ranges from 75 cents to \$3 a pound. The 467,422 pounds carried during October meant payments to contractors of \$915,837, or less than \$2 per pound. However, weight of equipment is included in the total weight.

Under the act passed in the last session which made the rate 5 cents per ounce it was also provided that readjustments should be made in the rates paid contractors and that the contracts might be extended to a total period of 10 years.

The Post Office Department and the contractors are planning conferences as soon as it is possible to predict the volume of air mail. There will be decrease in the rates paid and it is proposed that the revenues shall meet all expenditures.

Certainly, as the volume approaches the 1 pound in 10 ratio, the revenues will become greater in proportion to expenditures.

We will soon be faced with the problem of distribution en route. The Railway Mail Service, which is a specialized body of men trained for distribution on the trains, will, of course, take over this work of distribution on the planes.

Within the next year I believe we will see the mails being distributed while the planes are winging their way over the heavy routes. There should be additional pay for postal workers so employed, in line with the mileage bonus paid pilots during Government operation.

Mr. Chairman, tremendous strides have been made in a few short years. We found a job for the airplane after the World War, and the air mail has been the foremost factor in developing commercial aviation in the United States.

We have also begun carrying foreign air mail under the law passed in the last session, and great achievements in that direction are just around the corner.

Mr. THATCHER. Mr. Chairman, will the gentleman yield?

Mr. KELLY. Certainly.

Mr. THATCHER. What about the policy involved in the bill if we have an extension of the air mail service to Central and South America?

Mr. KELLY. It is a vitally important policy, not alone for the advancement of our commerce with these countries but for increasing mutual understanding and friendship. It will bring all the Republics south of us into closer relationship with the United States, and anything which shortens distances adds to neighborly feeling. This foreign air mail service links up with our domestic service, and all together makes for progress of which we may all feel proud.

Mr. HASTINGS. Mr. Chairman, representing the gentleman from Tennessee [Mr. BYRNS], I yield 15 minutes to the gentleman from New York [Mr. CELLER].

The CHAIRMAN. The gentleman from New York is recognized for 15 minutes.

Mr. CELLER. Mr. Chairman and gentlemen of the committee, it is one thing for the House and the Senate to adopt a certain policy, but it is another thing to get that policy carried out by the heads of bureaus and departments.

We have had recently two flagrant illustrations of that situation where heads of departments have willfully set at naught the will of this Congress. For example, we passed at the last session the Welch salary bill. It was intended to give some modicum of relief with reference to increases of salary to the rank and file of Federal employees. But instead of carrying out the will of the House and Senate with reference to those increases, we find upon investigation in the various departments that the department heads have not really and truly and sincerely given that relief to the rank and file of the employees, but instead have increased their own salaries rather than the salaries of those employees in the lower scale. For example, in the Tariff Commission, to give one illustration, the members thereof have increased their own salaries from \$7,500 to \$9,000, and most of the employees under the Tariff Commission had increases at only an average of \$60 a year.

I could go on and tell you many other flagrant violations of the intent and purpose of Congress in that respect. Let me call your attention to another violation of the intent and purpose of Congress that I recently discovered, having nothing to do with an increase of salary. It is in the Department of Labor. It appears that Secretary of Labor Davis on July 1, last, when Congress was in recess and not in session, issued an order called "General Order 106." In effect that order provides for a sort of registration of aliens. I do not care whether you contend that there should or should not be any kind of registration of aliens, but this thing is certain and this much we know, that there have been many bills put into the hamper and referred to committee with reference to registration of aliens, and the committee has seen fit not to report any of those measures. The Congress therefore is on record as being indisposed, if I may be allowed to put it that way, to have passed any legislation of that sort. But despite that evident purpose of Congress, this General Order No. 106, issued when we least expected that an order of that sort would come up, provides for identification cards to be issued to aliens entering the country after July 1.

Mr. TAYLOR of Tennessee. Mr. Chairman, will the gentleman yield there?

Mr. CELLER. Yes.

Mr. TAYLOR of Tennessee. How much will the execution of that order cost?

Mr. CELLER. I do not know as to that.

Mr. TAYLOR of Tennessee. Approximately?

Mr. CELLER. I can not give the figures, because it seems to me there was some secrecy concerning the order. To-day there is a report from the Secretary of Labor—the Sixteenth Annual Report—which was given to the Members this morn-

ing, and there is not a word in the report indicative of that order. Yet that order contained instructions to all the consuls abroad and immigration officials to give these identification cards in duplicate to aliens that come to this country; and it was further provided that a portrait of the alien had to be affixed, together with his name, age, country of birth, nationality, color of eyes, name of the port of arrival and of the steamship, the date of admission and status at that time, a statement as to whether quota or nonquota immigrant, and the immigrant's own signature. The cards are required to be issued in duplicate and are numbered and specify the visa number. On arrival the alien must sign the card anew, and his two signatures are to be carefully compared. The duplicate is to be retained by the Government official.

But here is the real vice of the situation and the core of the difficulty: "The admitted alien," as the order states, "should be cautioned to present it for inspection if and when subsequently requested so to do by an officer of the Immigration Service."

Mr. LAGUARDIA. And that caution in the face of the Secretary's statement that it was an unofficial identification and that the alien was not required to keep it.

Mr. CELLER. I agree with the gentleman. It indicates that we ought to suspect the motives of the Secretary of Labor, and I now call upon the Secretary of Labor to offer some adequate explanation to the Members of this House as to why he issued that general order. The burden is on him. We are entitled to know, gentlemen, particularly in view of the fact that we have failed to pass any bill providing for the registration of aliens.

But consider this as the vice of the situation. The Secretary of Labor has the right to request the issuance of a warrant of deportation upon mere suspicion. Now see what can happen. If a man happens to read a foreign newspaper in a subway or elevated train in one of our crowded cities, an immigration inspector will ask him to produce such a card; and the nonproduction of such a card would make him a suspect and put him thereafter to all the troubles and burdens of proving in a court that he did not arrive here after July 1, that he was a naturalized citizen, or that he was born here.

Now, gentlemen, there is something wrong about that kind of procedure. Why does not the Secretary of Labor manfully tell us all about this situation? But, my good friends, I am advised by some one who knows that the order with reference to the compelling of the production of the card has been withdrawn, after there was a protest, and that that order of withdrawal has just recently been made. I am going to read to you from a communication which I have received this morning, and I do not desire to disclose the author of the communication:

I learn that a revised order has been issued by the Department of Labor omitting the objectionable passage about aliens being required to produce the card whenever demanded by the immigration authorities.

No public or formal announcement of the change seems to have been made, either to immigration inspectors or the public, and it is doubtful if inspectors will even know of the modification.

Now, why is an order of that sort issued privately and without being made public, without your knowing it and without my knowing it, on a matter as important as this, particularly since the whole proposition flouts the evident purpose of this Congress? And, mind you, gentlemen, I respect any man's opinion on the subject of the registration of aliens. I happen to be opposed to it for many reasons, legalistic, moral, and otherwise, and if this Congress believes there should be no registration of aliens or that the matter should not be discussed, or be an object of concern in the House for political purposes after a presidential campaign, why does an administrative official take it upon himself, in a sort of usurpation of power, to issue this kind of an order?

Now, of course, it might be argued that there has been a continual struggle, ever since the Government began operations, between the executive and the legislative branches of Government, one trying to crowd the other out, and here we have a case where our powers are impinged. I think I have a right to call this to your attention, and I now ask the Secretary of Labor to give us some explanation—or maybe some member of this committee can give us some information—as to how and why this order was issued and why it was modified. [Applause.]

Mr. SABATH. Will the gentleman yield?

Mr. CELLER. I gladly yield to the gentleman from Illinois.

Mr. SABATH. Has the gentleman introduced a resolution requesting such information from the Secretary of Labor?

Mr. CELLER. I would gladly introduce such a resolution but what good would such a resolution do? I do not think I would get any action on such a resolution.

Mr. SABATH. I wish to say to the gentleman that the Committee on Immigration has had before it many, many bills relative to the question of the registration of aliens, but it has always looked with disfavor upon giving them favorable consideration. Therefore I know the members of that committee do not approve of any action on the part of the Secretary of Labor to do something indirectly which he was prevented from doing directly or by law.

Mr. CELLER. I am very happy to have that statement from the very distinguished gentleman from Illinois, and I am sure his words should give us and will give us great encouragement in the hope that we might get something from the Secretary of Labor in explanation of his most unwarranted procedure.

Mr. WOOD. Mr. Chairman, I yield 15 minutes to the gentleman from New York [Mr. LAGUARDIA].

Mr. LAGUARDIA. Mr. Chairman, naturally a discussion of the annual appropriations for the Treasury Department is bound to bring forth some debate on the enforcement and the merits or demerits of prohibition.

When prohibition was first put into effect the leaders of prohibition, the so-called champions of the dries, would assume the attitude that the wets were hampering and preventing enforcement, and for the first few years they would cite instances of wholesale law violation and complain bitterly that they did not have sufficient appropriations and would add more money and more agencies to enforce their pet hobby.

Now, the condition is reversed. After eight years of failure the dries have come to realize that the enforcement of prohibition is simply impossible. They are therefore playing with this great problem and letting it drag along. No dry can take the stand in this House and successfully complain of lack of enforcement.

If you will look at the hearings you will note, first, that insufficient funds are appropriated—and purposely so—to prevent a real test or a real attempt at enforcement in the so-called dry States; and, second, that of the meager amount that was given for that purpose \$110,000 is going to be turned back into the Treasury.

What does this mean, gentlemen? This means that there is no desire, with the exception of a few cities like New York City, Chicago, St. Louis, and some other large cities, to honestly enforce prohibition.

Why, gentlemen, with the existing conditions in the State of Kansas, in the State of Iowa, in the State of North Carolina, in the State of Minnesota, and in all your so-called dry States where each delegation votes as a unit for prohibition and law enforcement, there is hardly a penny spent by the Federal Government for law enforcement. What a farce! What a mockery! Then they come here and ask for a measly \$13,000,000 and take the stand that they are going to enforce prohibition. It is simply ridiculous.

It will take \$13,000,000 alone to enforce prohibition in the city of Detroit in the State from where the great champion of prohibition, who I will admit is sincere, hails.

Mr. CELLER. Will the gentleman yield?

Mr. LAGUARDIA. Yes.

Mr. CELLER. It means, does it not, that the administration wants to give the dries the law and the wets the liquor?

Mr. LAGUARDIA. Well, it means that they have recognized the impossibility of this law and are unwilling to admit it.

Gentlemen will recall that a few years ago we had the vicious, undercover system whereby a fund was appropriated and agents were hired, spies were hired, not employees of the Government, to go out and entrap and entice persons to violate the law in order to create cases.

This appropriation was stricken out on a point of order which I made, and subsequent thereto a bill was introduced legalizing the undercover system. General Andrews appeared before the committee and I appeared before the committee and the bill was not reported.

That system has been abolished, but something new has been inaugurated. Before, the agents would go out and employ decoys, but now the agents use their own wives as decoys. I can hardly imagine anything that is lower than a man who would employ his own wife as a decoy. A man who sinks so low is unfit to be in the Government service, and there is only one that is lower than he and that is the man who directs or permits it.

Recently, in New York City, we had two or three spectacular raids. Those that were taken in these raids were tried for conspiracy and up to date all of the cases that have been tried

have been thrown out by the jury. The evidence of these particular agents and their decoy wives was so repulsive and disgusting that each case resulted in an acquittal on the count of conspiracy.

These were cases where agents were brought into New York from far-away States.

They brought their wives along at Government expense, Mr. Chairman. They stopped at fashionable hotels, and the cost of keeping their wives at these hotels was paid for from this fund. The wives were sent out as decoys, did the necessary preliminaries to buy the alleged liquor; the wives bought the liquor with Government funds, the wives consumed the liquor, and then a trumped-up charge of conspiracy made out, and, as I have stated, resulted in acquittal. Thousands of dollars of public funds were squandered by these men and women.

In one instance one of these agents from a far State went into a place with a Masonic emblem and gave the distress signal of that order in his attempt to obtain a drink, and then turned around and conspired with others to make a conspiracy case against his victim.

Now, I do not believe it is the intent of Congress, having refused to approve of the under-cover system, to spend thousands of dollars permitting agents to travel from one end of the continent to the other, to put up at fashionable hotels, and to use their wives as decoys in a futile attempt to build up so-called big cases, thereby deceiving the country in the belief that prohibition enforcement is successfully progressing.

Now, gentlemen, if you really want to try this "noble experiment," although some of us are convinced we have passed the experimental stage and that it is a complete failure—but if you want to continue the "noble experiment," you should do so honestly and fully and appropriate sufficient funds to send agents into every State of the Union.

This law was not made for New York City alone. This law was not made for just a few large cities. This is a national law you have told us. Why not enforce it in your dry States?

I have made the statement before, and the figures will bear me out, that if you take the 250 largest cities in the United States you will find that 225 of them have not a single, solitary prohibition agent within their borders.

Mr. JACOBSTEIN. Will the gentleman yield?

Mr. LAGUARDIA. Yes.

Mr. JACOBSTEIN. How much does the gentleman figure it would cost to enforce prohibition?

Mr. LAGUARDIA. I am coming to that.

To guard the Canadian border, the Atlantic coast, the Pacific coast, the Gulf line, and the Mexican border, putting an equal number of agents in accordance with population and size of the States so that the law may be properly enforced, will cost us, to start with, about \$250,000,000 a year. Mark you, that is only a start. It would also require many more Federal judges, hundreds of more prosecuting attorneys, and thousands of more deputy marshals.

That would only permit about 50,000 agents on duty all the time. As you gentlemen know—and perhaps the gentlemen from dry States do not know—I am informed that the rum runners do not work on a union scale of hours, and therefore not being able to have a prohibition agent on duty for 24 hours they would work in 8-hour shifts. So you would have to have 50,000 on watch for 8 hours and 150,000 for 24 hours. That is to start with. Later you will have to have 150,000 more agents to watch the first 150,000 agents. [Laughter.]

Mr. LOZIER. Will the gentleman yield?

Mr. LAGUARDIA. I yield.

Mr. LOZIER. I am a friend of prohibition, but I want to ask the gentleman if it is not a fact that nine-tenths of all the prosecutions for the violation of the liquor laws in this Nation are in the State courts, under State laws, initiated and prosecuted by State and county officials, and not initiated and prosecuted by the Federal officers in the Federal courts. Is not that true?

Mr. LAGUARDIA. I will answer the gentleman by saying that notwithstanding all of the prosecutions in the State courts which I understand in many instances is an indirect way of making the liquor dealers pay a license—you have liquor sold in every State in the Union, in every city, town, and village. Permit me to say that no State is a better example of that than the great State of Missouri. You can go into any part of that State which you desire and get anything you want at any time.

Mr. LOZIER. The point I am making is that in the State of Missouri, and in every other State, practically all of the prohibition enforcement that we have had is by local State and county officers in the State courts, under the State laws, and not by the Federal enforcement officers under the eighteenth amendment or the Volstead Act.

Mr. LAGUARDIA. Permit me to state that State enforcement in many States boils down to one situation. If a colored man is found with a pint of gin he goes to jail for six months, but you never heard of a white gentleman in certain sections going to jail for a violation of the liquor law.

Mr. LOZIER. I want to say that the gentleman's statement, so far as it relates to the State of Missouri, is not well founded.

Mr. LAGUARDIA. I am glad that the gentleman makes that reservation.

Mr. LOZIER. I do not deny that the prohibition laws, State and national, are violated in Missouri; but the point I am making is that in Missouri, as in every other State of the Union, practically all the prosecutions for liquor-law violations are initiated and carried on by the local, State, and county officers in the State courts, and that there would be very little prohibition enforcement if it were not for the States.

Mr. LAGUARDIA. Am I to follow the gentleman to the extent that this should be left entirely to the States?

Mr. LOZIER. Oh, no; but the point I make is that for several years the Federal administration has made no sincere or aggressive effort to enforce the Volstead Act or the eighteenth amendment, but has largely left to the States the duty of prosecuting violations of the liquor law.

Mr. LAGUARDIA. That leaves us just where we have been all of the time, that this prohibition question can not be solved, that it is impossible humanly, legally, and financially, for the Federal Government of the United States to enforce this law. That being so, following the reasoning of the gentleman from Missouri, it should be left to the States. Then we say to the States that if it is going to be left to Missouri, to North Carolina, you will have to leave it to New York and let New York do what it wants to.

I want to say now, that the gentleman from Missouri makes a very good argument in support of our contention. It being impossible to deal with the situation nationally through the Federal agency, it is necessary to leave it to the States, and if you leave it to the States, you have got to leave it to all of the States and let the States decide it according to their own conditions and the desire and will of their own people.

The CHAIRMAN. The time of the gentleman from New York has expired.

Mr. HASTINGS. Mr. Chairman, by direction of the gentleman from Tennessee [Mr. BYRNS], I yield five minutes to the gentleman from South Carolina [Mr. McSWAIN].

Mr. McSWAIN. Mr. Chairman, I desire to ask the chairman of the subcommittee [Mr. WOOD], the gentleman from Indiana, with reference to a paragraph in line 9, page 46 of the bill, where there is a lump sum appropriation of \$350,000 for remodeling, enlarging, and extending completed and occupied public buildings in emergent cases, not to exceed \$25,000 in any one building. I want to ask the gentleman if the committee did recommend to this House the total sum that was recommended to it by the Budget and the Department of the Treasury?

Mr. WOOD. We did.

Mr. McSWAIN. My purpose in asking the question was because the Department of Justice has made a request on the Treasury Department for an additional space by way of enlargement for the building at Greenville, S. C., but as there was not money enough in this year's appropriation, it was promised that it would be included in the estimate of the fiscal year ending June 30, 1930. I assume that it is in this appropriation bill, and it must be from what the chairman says.

Mr. HASTINGS. I yield 20 minutes to the gentleman from Texas [Mr. JONES].

THE NEW KINGDOM OF COTTON

Mr. JONES. Mr. Chairman and gentlemen of the House, to one whose birthplace is in the South it is a rare privilege to see raw cotton being fed into long rows of machines and coming out a finished product that looks, feels, and wears like silk. This is one of the miracles of modern industrial chemistry. It is now being done on an extensive scale at a plant already in operation in the South.

Silk is one of the oldest of clothing fabrics. It is produced in a curious way. The silk worm eats mulberry leaves—he will eat nothing else—and spins a cocoon. This cocoon is composed of a silk thread which is frequently half a mile long. It is unwound by hand. From this thread the silken fabric is woven.

A CHINESE SECRET

Nearly 5,000 years ago a Chinese empress named Si-Ling-Shi is reputed to have aided in the process of making silk and to have established the Chinese silk trade. It is claimed that she personally supervised the cultivation of the mulberry trees, the growing of the silk worm, the reeling of the silk; and she

is credited with the invention of the loom. For nearly 3,000 years the process was kept a secret. At about that time the secret leaked out to Japan, India, and other countries of the East.

Tradition has it that a princess carried to India in a head-dress the necessary supplies and information for the establishment of the trade in India, and from this meager beginning the great silk trade of India was builded. The Japanese sent several young people to China to learn the process.

THE SECRET BECOMES KNOWN

One of the Syrian missionaries, at the request of the Emperor Justinian, upon leaving the closed ports of China, carried a bamboo cane in the hollow of which was inclosed some eggs of the worm and seeds of the mulberry tree. But the West could not rival the cheap labor of the East, and for centuries China, India, and Japan had a practical monopoly in caring for the silk worm and in the process of slowly unwinding the long filament of the cocoon.

There is little doubt that Cleopatra clothed herself in Chinese silk, for it was imported into other countries of the Old World long before the time of the Caesars. Through all of the intervening centuries it has been the premier clothing material of the world, and the tiny silkworm has been the aristocrat of the weaving craftsmen.

For many years China and Japan have been selling to America more than \$400,000,000 worth of silk annually. For years shiploads of silk have been brought to American shores to satisfy the American market.

A CHEMICAL REVOLUTION

But an industrial revolution is in progress. In all lines of endeavor chemistry is playing a large part in this revolution. For years chemists have been searching for substitutes for high-priced luxuries. A German chemist, after years of toil, has found a process chemically analogous to that used by the delicate consumer of the mulberry leaf. It is an artificial silk, altogether different from rayon, which latter is made from wood pulp and other plant fiber. Strange to say, the commodity that is being translated into this marvelous fabric is none other than our own familiar cotton, of which the South produces two-thirds of the world's supply.

NEW USES FOR COTTON

For years, as a member of the Committee on Agriculture, I have been studying the problems that are peculiar to the South. We produce a surplus of cotton. This brings us face to face with the age-old problem of the surplus. In an effort to aid in its solution, I secured the passage of a measure providing for a permanent study and investigation into new uses for cotton—the placing of it in channels into which it has not heretofore gone.

Some wonderful work has been done along this line by both the Department of Commerce and the Department of Agriculture. Hundreds of thousands of bales are now channeling into new uses, and the work is just beginning. In this connection I want to pay tribute to the new Senator elect from Texas, Mr. CONNALLY, who offered the first amendment to provide an appropriation for carrying out the search for new uses; to Mr. FULMER, of South Carolina; and a number of others of my colleagues who have assisted in the work.

CARING FOR THE SURPLUS

This is real farm relief. If money is loaned to take a million bales of cotton off the market, it will help temporarily, but when it is again thrown on the market it will again depress it. But if a new use is found for a hundred thousand bales, it is forever lifted, and the price of the commodity will necessarily be enhanced.

For years the South has been selling her cotton in other markets at prices named by the buyer and purchasing supplies in those same markets at prices named by the seller. This had made a sort of stepchild out of the South, economically speaking. I am not complaining. People naturally look after their own interests. This is simply an economic fact.

The South is developing industrially as well as agriculturally along with the other parts of the Nation. Her plains and hillsides are thrilling with a new hope. I want to see an all-around development—a harmonious prosperity all over the Nation—with equal opportunities for all.

THE PLANT

It is but natural, therefore, that I should want to visit the factory where this wonderful new fabric is being made.

And what a marvelous new creation it is. It is located at Elizabethton, Tenn. At what was two years ago a country village a \$20,000,000 factory has been built.

THE PROCESS

This plant takes cotton "linters," breaks down the structure, forms it into a gelatin-like substance, mixes it with chemicals, squeezes it through an instrument having the appearance of a glass funnel, with fine holes, and with a finger-like process lifts the fine strands out of the chemically charged waters. After drying, it is a thread that looks like and has practically the tensile strength of silk. It is woven into a cloth that looks, feels, and wears like silk. It requires an expert to distinguish it from that age-old commodity.

The village has suddenly sprung into a busy little city of 12,000 people. More than 2,000 people are being employed at the long rows of machines, one of which will do the work of a thousand silk worms. Additional units are being added to the plant, and the revolution is on.

THE SOUTH'S HANDICAP

When the Civil War was over the South was crippled, her manhood shot to pieces, her fields were laid waste, her barns were burned, and she was a broken country—broken in finance, broken in agriculture and industry, broken in everything except in spirit.

With that spirit my father and his three brothers who had worn the gray, linking hands with the other soldiers of the South, stooped to gather up the shattered fragments of their once prosperous country. They ploughed their fields to plant cotton. They wore their lives away in its production. At the shrine of cotton practically every southerner has bowed the head and bent the knee. While thus toiling under a blazing summer sky her citizens have sold their product at another's bidding and dreamed of the time when their women could wear the product known as silk. That dream is coming true, not through silk itself, but through the industrial genius and chemical revolution that is transforming the South's greatest fleecy staple into a fabric that has all of the aristocracy of silk.

THE CITY OF HAPPINESS

There is a mythical story that a young man started out to search for the city of happiness. With buoyant step he started across the hills. Meeting an old man he was asked where he was going. The youth replied that he was going to search for the city of happiness. He then told the young man that he, too, had started the selfsame way in early life, had wandered all over the world, had sought happiness in many lines of endeavor and in many ways, and had just found that the city of happiness is at every man's door, and that all around him were the materials for the building of that city.

The South has within her own borders and at her own threshold the raw materials for the building of a wonderful prosperity. She has the climate, she has the power, and her people have the determination to translate these resources into her own development. She is building her own plants, and with the strength and sinew of her own fiber, in the loom of her own genius, and with the industry of her own hands she is weaving the garment of her future glory. [Applause.]

Mr. LOZIER. Mr. Chairman, will the gentleman yield?

Mr. JONES. Yes.

Mr. LOZIER. I am sure the gentleman understands history. Is it not true that with the ancient Egyptians, linen was the fabric with which royalty and the priesthood were clothed, and that was long before silk was introduced from China?

Mr. JONES. Yes; but the silk to which I refer became a world commodity through the efforts of the silkworm or moth. It originated in China. Its early history is lost amid the mysteries of traditions. But it is definitely known that the process was being used in China many centuries before the Christian era. Traders carried silk articles to other countries long before the process was known outside of China.

Mr. GIFFORD. If the gentleman would yield, in the midst of the gentleman's rejoicing I would take this opportunity to say that in my city is now manufactured a superfine product called "Sudanette," made entirely of cotton. I desire to put this on exhibition with the gentleman's fabric, which is an imitation silk. In Sudanette the cotton does not have to be destroyed in the process of manufacture, and it has wonderful wearing qualities.

Mr. JONES. I wish to say in answer to the gentleman I have no quarrel with the comparison of any commodity. I welcome anything that will use the raw products of the South which we have been growing all of these years and selling at a low price. The more they use the better we will be pleased. The special plant to which I refer makes only the silk thread or yarn. This is shipped all over the United States for the purpose of being woven into the various types of cloth and made into the garments which I have exhibited. All of this helps the price of cotton and benefits the whole country.

I have here a number of articles of clothing that have been made from this artificial silk. Experts may be able to detect it. It looks like silk to me. It appears to have the tensile strength of silk. You are at liberty to examine these samples.

Here are several varieties of cloth and knitted wear all made of pure cotton, and low-grade cotton at that. Here is a tie, a muffler, knitted wear, undergarments, hosiery, and other articles having the appearance of silk.

Those are simply some of the many commodities that are being made from cotton. At a later time I expect to discuss rayon and the many different new blendings of cotton and other materials that are now being made and are in process of development all over the country. It is this work which the Department of Commerce and the Department of Agriculture are seeking to assist and encourage.

Mr. MAGRADY. Mr. Chairman, will the gentleman yield?

Mr. JONES. Yes.

Mr. MAGRADY. Why was this plant located in the South, and what capital directed that?

Mr. JONES. The plant was located at Elizabeth, Tenn., by German and American capital. They needed abundant quantities of pure water which is best adapted for making this particular brand of artificial silk. Other plants have been erected, but this is distinctive and in order to bring the subject up I called it to the attention of the Members of the House.

Mr. KETCHAM. Mr. Chairman, will the gentleman yield there for a question?

Mr. JONES. Yes.

Mr. KETCHAM. Will you please emphasize particularly the grades of cotton used in the manufacture of this fabric?

Mr. JONES. Yes. I am glad the gentleman called my attention to that. Some of the Members of the House may not understand what is meant by cotton linters. When the cotton is originally picked, the seeds and the lint or fiber are all together. The seeds are taken out by the ginning process. The ginning process leaves some lint on the seeds. A second process takes these short and broken pieces of lint off these seeds.

This latter is what they make into this beautiful list of commodities that I have talked to you about. It does not compete directly with the regular textiles. In other words, this takes a low-grade cotton and cotton refuse and makes a marvelous commodity therefrom. They can use any kind of cotton, but they use principally "linters" and low-grade cotton.

Mr. GIFFORD. At what price is it sold for?

Mr. JONES. I do not care to go into those matters, but I will say that it is much cheaper than silk. I do not want to be put into the attitude of trying to boost the product of any particular plant. Therefore I refrained from mentioning the firm that makes it or the particulars of it. There is no silk produced in this country, as Members know.

Mr. BYRNS. Mr. Chairman, will the gentleman yield?

Mr. JONES. Certainly.

Mr. BYRNS. Has not the gentleman taken into consideration the plant at Old Hickory, near Nashville, which is doing the same work?

Mr. JONES. Yes. That is making a fabric out of plant and wood fiber. I understand they use the viscose process.

The CHAIRMAN. The time of the gentleman from Texas has expired.

Mr. BYRNS. I yield the gentleman from Texas five additional minutes.

Mr. JONES. I expect, when the House is not especially busy, at some future time to take up the discussion of these splendid plants. Besides those in Tennessee there are others at various points. There are plants at Hopewell, Roanoke, and Covington, Va.; they have one at Rome, Ga.; and one at Parkersburg, W. Va.; and another at Cumberland, Md.; and one at Asheville, and one at Burlington, N. C.; as well as at other points; and these all make a form of artificial silk known as rayon.

Mr. BYRNS. This concern at Nashville is going to be a large consumer of cotton.

Mr. JONES. Yes. They have already expended several millions of dollars there, and have a capacity for producing some eight or ten million pounds of rayon annually. I regret I have not time to go into these things in this particular discussion. I thank the committee for giving me this time. [Applause.]

Mr. BYRNS. Mr. Chairman, I yield five minutes to the gentleman from Missouri [Mr. LOZIER].

The CHAIRMAN. The gentleman from Missouri is recognized for five minutes.

Mr. LOZIER. Mr. Chairman and gentlemen of the committee, in my colloquy with the distinguished gentleman from New York [Mr. LaGUARDIA] I do not think he was justified in

his conclusion that I favored the enforcement of prohibition by State laws exclusively. If he drew that conclusion, it was unwarranted. I believe in national prohibition. I believe in the most active and earnest and sincere cooperation by the States. But the point I sought to develop in my colloquy with the gentleman from New York was this, that national prohibition had never been given a fair trial in America; that nine-tenths of the prosecutions for the illicit sale or possession of liquor were prosecutions initiated and conducted by local, State, and county officers in State courts, and not prosecutions under the eighteenth amendment or under the Volstead Act initiated by Federal officers in the Federal courts.

I want to emphasize the fact that prohibition would not be an issue in the year of our Lord 1928 or hereafter if the national administration had made an aggressive, earnest, and sincere effort to efficiently enforce the eighteenth amendment and the Volstead Act. And if within the last five years the officers of the States and the officers of the counties, functioning under State statutes, had not made an earnest and honest effort to enforce the liquor laws of this Nation, there would have been a deluge of rum in this Nation and in every part of it.

I want to say as a friend of prohibition that the failure of the Federal Government to earnestly and sincerely enforce the eighteenth amendment has injured the prohibition cause more than all the wet forces in America combined. And until the national administration determines to no longer allow this law and this constitutional provision to be flouted and trampled underfoot, and until an earnest and intelligent effort is made by the Federal Government to vigorously enforce prohibition, national prohibition will be a farce and failure. And the point I want to leave with you is this: That if you go into the 48 States of this Union you will find that 9 out of every 10 convictions under laws relating to intoxicating liquors are convictions under State statutes, in prosecutions initiated by local and county officers, and prosecuted in State courts, and are not prosecutions initiated by Federal officers and are convictions with which the Federal administration has nothing to do.

The truth of the business is that if the national administration, in the enforcement of the eighteenth amendment and in the enforcement of the Volstead Act, had been half as efficient and had been half as vigilant as the various States have been in enforcing State statutes, we would not now have the prohibition issue before us, and it would not be an experiment, because in the last seven years, as the result of the failure of the Federal Government to enforce the law, the prohibition cause has suffered more severely than from the opposition of the combined wet forces of this land.

I do not want the gentleman from New York [Mr. LaGUARDIA] or my colleagues in this body to infer from my colloquy with him that I am opposed to national prohibition or that I want the States exclusively to have charge of the enforcement of the liquor laws.

Mr. KETCHAM. Will the gentleman yield?

Mr. LOZIER. I yield to the gentleman.

Mr. KETCHAM. The gentleman said the prohibition law is enforced in 48 States; he meant 47 States?

Mr. LOZIER. I meant taking the 48 States as a whole.

Mr. KETCHAM. In all fairness, it seems to me, the gentleman should mention specifically the fact that the State of New York, from which the gentleman comes, has no State enforcement provision; in fact, that provision has been repealed?

Mr. LOZIER. Yes; and I will further state that the Great State of Massachusetts, from which our President comes, has never enacted a State enforcement law, and if it had not been for the State enforcement laws in the several States of this Union we would have had a deluge of rum all over this land. The point I am trying to emphasize is that the American people, the dry forces of America, will never be able to get prohibition until as honest and earnest an effort is made by the national administration to enforce national prohibition as is being made by the several States to enforce State prohibition statutes. [Applause.]

The CHAIRMAN. The time of the gentleman from Missouri has expired.

Mr. WOOD. Mr. Chairman, I yield 25 minutes to the gentleman from New York [Mr. BACON].

Mr. BACON. Mr. Chairman and members of the committee, as a member of the subcommittee on the Treasury and Post Office appropriation bill I want to call the attention of the Members to what the Post Office Department has accomplished under two acts passed at the last session of Congress. I refer particularly to the Kelly bill, which was enacted on March 8,

1928, and the White bill, which was enacted on May 22, 1928. The Kelly bill, as you know, permits the United States to enter into contracts to carry the mail to foreign countries by airplane on a 10-year basis, at not to exceed \$2 a mile. However, before going into the question of carrying the mail by aircraft to foreign points I want to briefly review what we have done in carrying our domestic mail by aircraft.

This map shows you the air-mail lines now in existence and in operation within the borders of the United States, a total mileage of 11,764 miles. There are 27 air-mail routes, 22 different contractors, and the total mileage flown daily is 25,385 miles, a really stupendous feat and not exceeded by any other nation in the world. When you realize that the air mail only began in 1922, I think you will agree that the accomplishment in the last five or six years has been stupendous. In 1922, when the Government first started to carry mail by aircraft, the aircraft industry in this country was practically nonexistent, and the Government at first had to build its own airplanes and carry the mail itself. In the 5-year period it spent a total of \$17,000,000, flying 15,853,242 miles in the course of the 5-year period. The result has been that due to the Post Office Department the airplane industry in this country has been put on its feet, so that to-day there are 140 concerns engaged in the manufacture of aircraft, with a capitalization of about \$100,000,000. In fact, we to-day export airplanes to other countries in the world.

This progress has been entirely due to the efforts of the Post Office Department in establishing the carrying of the mails by air. In 1927 the industry had advanced to such a stage that the Post Office Department was easily able to let contracts to private concerns to cover these 12,000 miles, as is shown on this map. I merely mention this past history to give you some little background for what I am going to talk about next.

Mr. MORTON D. HULL. Will the gentleman yield?

Mr. BACON. Gladly.

Mr. MORTON D. HULL. You say they now fly 25,000 miles a day?

Mr. BACON. I will give you the exact figures. The total mileage flown per day is 25,385 at the present time.

Mr. MORTON D. HULL. How many pilots does that involve daily?

Mr. BACON. I am not familiar with the number of pilots because to-day all of the air mail is carried by contracts with private concerns and it is up to the private concerns to provide the pilots. Perhaps the gentleman from Pennsylvania could answer that question. When the Government operated the air mail there were 43 pilots whose names and records I will later put in the Record.

Mr. KELLY. I will say that there are about 90 pilots flying per day.

Mr. BACON. I thank the gentleman. It may also interest you to know that the airplane production in this country to-day is 500 airplanes per month and that there are 7,698 miles of airways lighted; and during the next year, under the Department of Commerce, 5,308 additional miles will be lighted, so that the total air mileage that will be lighted, so as to permit of night flying, will be 12,990 miles. The Department of Commerce to-day receives daily, on the average, 100 applications for licenses for pilots and mechanics and machines. I give you these figures to show the tremendous growth of the industry in the past five years, due entirely to the efforts of the Post Office Department.

Mr. LARSEN. Will the gentleman yield?

Mr. BACON. Certainly.

Mr. LARSEN. Can the gentleman state what the wreckage or wear and tear is on these planes, or probably depreciation would be better?

Mr. BACON. I do not have any data on that, but I have data showing those figures while the Government itself operated the air mail, and I will be glad to put them in the Record. However, I do not have those figures with me at the present moment. At the conclusion of my remarks I will insert a summary of the results of the 5-year period under Government operation. This was prepared by the Post Office Department, and is of great historical importance.

Mr. COX. May I make an inquiry of the gentleman?

Mr. BACON. Gladly.

Mr. COX. I would like to know if the gentleman is going to discuss the question of to what extent the users of the mail in the territory affected are patronizing these routes.

Mr. BACON. Yes; I can give the gentleman some figures on that.

In July of this year the poundage carried was 244,000 pounds; in August, 419,000 pounds; in September, 423,000 pounds; in October, 467,000 pounds.

Mr. COX. Quite an increase.

Mr. BACON. An increase all along the line, partially due, of course, to the reduction in the postal rate, which went into effect on August 1 of this year.

Now, under the Kelly bill the Congress authorizes the department to enter into contracts to carry American mail by aircraft to foreign countries. This was enacted only in March, 1928.

The department has now either entered into contracts or is about to enter into contracts to carry the mail from Miami, Fla., to Key West, to Habana, down through Central America to the Canal Zone; and from Miami to Habana, through to Porto Rico, down to Trinidad, and across the northern part of South America to the Canal Zone, thus entirely encircling the Caribbean Sea. It is interesting to note that these air-mail contracts are going to cover the exact route that that fine young American, Lindbergh, flew when he made his trip only last year. He may be called the pioneer in this territory. [Applause.]

Mr. HASTINGS. What is the mileage of that circuit?

Mr. BACON. The total mileage is 7,750, approximately.

Contracts have been let for daily service from Miami to Key West, Fla. Contracts have been let, incidentally, also for a daily service from New York to Montreal and from Seattle to Victoria, which, of course, is not shown on this map.

Contracts have been awarded from Key West to the Canal Zone for a daily service. Contracts have been awarded or are about to be awarded for a service from the Canal Zone to Paramaribo, which is shown here on this map [indicating] for a three-times-a-week service. In other words, daily service from Miami to the Canal Zone, three-times-a-week service along the north coast of South America to Paramaribo.

Mr. HUDSON. Will the gentleman yield?

Mr. BACON. Yes.

Mr. HUDSON. Is the first route that the gentleman spoke of, from Miami to the Canal Zone, connected with Mexico City in any way?

Mr. BACON. No; it is not.

Mr. HUDSON. I wondered if a branch service was contemplated.

Mr. BACON. We are about to establish a service direct to Mexico City by way of the southern part of the United States.

Mr. HUDSON. Going through St. Louis?

Mr. BACON. Yes. This route via Key West and Habana does not go to Mexico City at all.

Then contracts have been awarded for a service from Key West to San Juan, P. R., three times a week, and contracts will be awarded shortly for a service from San Juan, P. R., to Trinidad, thus covering or encircling the entire Caribbean Sea.

It is further contemplated by the Post Office Department, and the present bill carries the appropriations for the work, to let a contract from Colon right down the west coast of South America, stopping in Colombia, Ecuador, Peru, to Concepcion, in Chile, a total distance of 3,800 miles, for twice-a-week service.

The importance to this country of this effort can perhaps be best illustrated by showing you what the French are doing.

Mr. HUDSON. Will the gentleman yield right there for a moment?

Mr. BACON. Certainly.

Mr. HUDSON. Are the Governments of South America cooperating in the work?

Mr. BACON. Not only cooperating, but gladly cooperating and welcoming this service. And I may say that there is nothing going on to-day that is so helpful in the establishment of cordial relations between this country and the countries of South America as the development of these air-mail routes.

The French have now a service from Paris to Buenos Aires one each way a week—a weekly service. They have a daily service from Paris to Casablanca and weekly from Casablanca to Montevideo and Buenos Aires by way of Rio Janeiro, Pernambuco, and other cities along the east coast of South America.

They are also extending their service from Natal, where they make their landing in South America north to Paramaribo, and the French were very anxious to extend further north, covering the Caribbean Sea and coming into the United States. So, to my mind, the Kelly bill was passed just in time, because that act has permitted this country to extend the service all over the Caribbean Sea in the Central American Republics before the French could extend their service north into that same territory. Agreements will probably be made for exchange at Paramaribo between the French service and our service.

It is interesting to note that the French service at the present moment makes this jump of 1,300 miles from Cape Verde to Ile Neron by having two fast cruisers, one going in each direction once a week, but within a few months they expect to replace those cruisers with seaplanes, so that within the next year the

French will be carrying air mail from Paris to Buenos Aires all the way over by the air route.

Mr. LARSEN. Will the gentleman state the relative time required in delivering a letter from Paris to that point and delivering one from New York or from one of our south Atlantic ports like Jacksonville?

Mr. BACON. I am not entirely familiar with the exact time from Paris to Buenos Aires.

Mr. LAGUARDIA. You can average it at 100 miles an hour.

Mr. BACON. The total distance flown by the French is 6,300 miles. Of course, there is a delay because of the carriage of the mail by fast cruisers over this jump of 1,300 miles.

Mr. LARSEN. Then you can deliver a letter from New York to the same point in much less time?

Mr. BACON. It would go by airplane in less time; yes.

Mr. LARSEN. And therefore a great advantage results in the matter of commerce, does it not?

Mr. BACON. There is no doubt about that.

Perhaps this statement will help answer the gentleman's question. It is hoped that as this mail service develops to have mail carried from New York to Colon by air all the way in two days.

Mr. LARSEN. Where it takes a week now from France, practically speaking?

Mr. BACON. About a week from Paris to Buenos Ayres, I should think, though I have not the exact information.

Mr. LARSEN. So we get it there in one-third of the time.

Mr. BACON. Yes. So when the extension is made from the Canal Zone to Chile it will mean that we can get a letter from New York to Chile in four or five days while it now takes about three weeks.

Mr. LARSEN. It will result in a great increase of commerce, will it not?

Mr. BACON. There is no question about it, the carriage of letter mail by airplane will not only increase cordial relations between ourselves and Central and South American countries, but it will encourage commerce and open up new markets.

The Germans have an exclusive concession for Colombia, and they now operate a mail-and-passenger service from the port at the mouth of the Magdalena River to Bogota and back by airplane. It is hoped that an arrangement will be made with the German company for an exchange at that point.

The Germans also, as well as the French, were trying to press forward to carry mail into the United States covering the Caribbean Sea, but the Kelly Act permitted the United States to take the lead as far as the Caribbean and the west coast of South America are concerned.

The other bill that I have referred to that has an effect on the Post Office Department bill is the White bill, passed in May, 1928. I would like to take a few minutes to tell what the Post Office Department has done for American shipping as the result of that bill. Before doing that, however, I would like to show you to what low depths American shipping had sunk prior to the passage of the White Act.

From 1921 to 1927, not a single ship had been built in an American yard for overseas trade—not a single one in a period of six years. During that period 1,034 vessels were built throughout the world. Of that number, only 141 were built in this country, and those not for overseas trade but for coast-to-coast trade. So by March, 1928, we were only building 2 per cent of the ship building of the world.

Since 1921 there has been a marked decline in shipbuilding of seagoing vessels in the United States. Of approximately 7,900,000 tons built between 1921 and 1927, only 309,000 tons were constructed in American yards. Of 1,034 vessels making up this total of new construction, but 41 were built in our country. Of 307 motor ships in this total, but 2 were built here. At the end of 1927 we were building but 3¼ per cent of the construction going on in the world, the smallest percentage in 35 years. By March of this year that percentage had shrunk to 2 per cent, and we found ourselves tenth among the nations of the world in shipbuilding. During this time, notwithstanding the construction of this limited tonnage for the intercoastal and near-by trades, we had not built in America a single ship for the overseas trade.

We can not expect American exporters and importers to utilize American ships unless and until those ships furnish a comparable service with foreign-flag ships. In these days speed and service are synonymous. The whole history of transportation by rail, motor, and airplane is the response to the demand of the American people for speed in the transportation of persons, mail, and things. It is as essential upon the sea as upon land. The tragic fact is that of more than 4,000 foreign ships competing in America's foreign trade at least 20 per cent, or more than 800, have been built since 1921, during which time,

as pointed out above, not a single overseas ship has been built in our own yards to carry America's commerce.

Then the White bill was passed which permitted the Post Office Department to make contracts for carrying the American mail on ships built in American yards and flying the American flag, required to be manned by a crew 50 per cent American and four years later by a crew 75 per cent American.

The passage of the White bill has resulted in 24 contracts to carry the mail in American ships, under the increased rates allowed by that bill. I have indicated in red these 24 contracts, showing where the mail is now, or will be, carried this year in American ships to foreign ports. These red lines show you the contracts already made, and there are more pending. Incidentally this appropriation bill will only show an increased cost of \$7,500,000 as the result of the White bill, but it has resulted in 24 new ships contracted for. Under those contracts there must be a ship or ships built within three years or the contract is canceled.

Therefore under these contracts shown in red 24 ships have already been contracted for and must be built within three years. So that since May, 1928, the effect of the White bill through the operation of the Post Office Department will result in 30 new ships being built in American yards, to fulfill these contracts. The approximate total cost of these 30 ships is in the neighborhood of between seventy-five million and one hundred million dollars. This is but a beginning. As additional contracts are let additional ships will have to be built. We can look forward confidently, therefore, to a revival of the American merchant marine made possible by this wise legislation. We serve notice on all that America intends to carry a large part of its own goods, in its foreign trade, in American ships, built in American yards, and owned by American citizens. Postmaster General Newell stated the situation when he recently wrote:

Our water-borne commerce involves the annual transportation of more than 113,000,000 long tons of freight valued at approximately \$8,000,000,000. The annual charges on the shipments amount to more than \$750,000,000. American ships carry only one-third of that tonnage and collect less than one-third of the freight payments. If, instead of 30 per cent, they carried 60 per cent of the traffic the increase in revenues to American shipping would amount to \$250,000,000 annually. These figures are approximate, but they illustrate the benefits in dollars as well as in trade that the United States may enjoy with an adequate merchant marine, such as the Post Office Department hopes to foster under the ship-pay provisions of the new act.

The total cost to the Government probably will never exceed \$24,000,000 a year under this mail subvention. This appropriation bill carries an increase of \$7,500,000 to carry out the first steps of the White bill. It is interesting to note that Great Britain began making mail contracts as early as 1838, and all through the years since she has consistently followed this policy. Her payments on this account in the last 35 or 40 years have aggregated approximately \$160,000,000, or about \$40,000,000 per year. In the same period France has paid in mail contracts approximately \$188,000,000, or about \$47,000,000 a year.

Mr. KELLY. Will the gentleman yield?

Mr. BACON. I will.

Mr. KELLY. What is the difference in the payment between the rate paid to foreign companies in foreign ships and the rates paid American ships?

Mr. BACON. I have not the exact figures of the mail contract.

Mr. KELLY. I have understood that it was about double.

Mr. BACON. As a matter of fact, it is about double, but there is a requirement for speed that must be taken into account. It is on a mile basis as well as a speed basis. So that as the speed of the boat goes up the rate goes up.

Mr. KELLY. So that we are getting better service and at the same time getting a merchant marine.

Mr. BACON. There is no question about that. The receipts from the carrying of foreign mails will be about \$18,500,000 a year.

Mr. BRIGGS. And is it not true that the receipts practically meet the obligations of the Government?

Mr. BACON. They more than meet the obligations under this bill, and it will be some time before the bill will carry \$20,000,000 a year.

Mr. BRIGGS. I mean about meeting the obligations under the bill as planned in its operation.

Mr. BACON. Practically.

Mr. BRIGGS. Not only that, but the amount to which the gentleman refers as the receipts now, are expected by the Post

Office Department to be considerably augmented as the contracts are met and speedier boats are put into the service.

Mr. BACON. The gentleman is correct.

Mr. BRIGGS. Has the gentleman any information as to whether these contracts are to be carried on, continued, in order to make it possible to help the other Government services being maintained and acquired by private interests?

Mr. BACON. These contracts are let on a 10-year basis.

Mr. BRIGGS. I am not speaking of those let but of letting others.

Mr. BACON. There is no question about that. This is only the beginning. The act was passed in May last, and it is only December, and it is interesting to note how quickly and energetically the Post Office Department advertised for bids for these contracts, and how carefully they carried out the intention of Congress by putting the act into immediate effect.

Mr. BRIGGS. The point I make is that it is the policy of the administration to continue to make such contracts.

Mr. BACON. There is no question about that.

Mr. BRIGGS. Where it may be desirable, and thereby with that use of those mail contracts to enable many of the Government-operated services and ocean lines to be acquired by private interests and conducted by them. Is not that true?

Mr. BACON. There is no question about that.

The CHAIRMAN. The time of the gentleman from New York has expired.

Mr. WOOD. Mr. Chairman, I yield five minutes more to the gentleman from New York.

Mr. BACON. I will now give some examples of the types of boats, contracts for which have been let under this act. The Grace Line, running to South America, has let a contract for a boat of 16 knots. The Cuban Mail Line has let a contract for 2 boats of 19 knots. The Matson Line, running from San Francisco to Australia, is about to let a contract for 2 boats of 18 knots. The Dollar Line is about to contract for 3 boats of 18 knots, and incidentally the Dollar boats will be somewhat similar to the *California* and the *Virginia* which you have seen advertised so much recently—they are fine 20,000-ton boats that go from New York to San Francisco and back.

Mr. LA GUARDIA. And the *Malolo*.

Mr. BACON. That boat goes to Honolulu. These boats are to go to Australia. The Export Line, running from New York to the Mediterranean ports, has let a contract for 4 boats of 14 knots, and the South African Line has let a contract for 1 boat.

Mr. BLACK of New York. What effect has all this on the United States lines?

Mr. BACON. The United States lines run from New York to North Atlantic points, and are operated by the Government, but they are advertised for sale at the present moment.

Mr. BLACK of New York. Have they mail contracts?

Mr. BACON. I am not sure about that. Of course, if that line is sold and the new owners wish to have a mail contract, they will have to build new boats within three years. So, for the first time since 1921, American shipping is getting on its feet, due to the White bill entirely. When you realize that between 1922 and 1927, England outbuilt us 50 to 1, Germany 10 to 1, France 5 to 1, Italy 5 to 1, Japan 4 to 1, and that we were only about even with Russia prior to the passage of this act, you can see what an important effect the White bill is going to have on the future of American commerce and an American Merchant Marine.

It is also interesting to note that the shipyards are not the only ones that benefit from the building of these boats. It has been carefully estimated that only 39 per cent of the cost of a big boat like the *Leviathan* is expended within the shipyard. Fifty and eight-tenths per cent of the cost of a boat is spent on the products of other industries that go into the building of the vessel. Those other industries represent industries in every one of the States of the Union. The difference between 89.8 and 100 per cent is made up in taxes, insurance, depreciation, and freight. It is also interesting to note that American labor benefits by the building of these ships, because the labor factor in building a boat is about 78 per cent, not only in the yard but throughout the industries all over the country, the products of which go to make up the boat. Mr. Secretary New had an estimate made as to the source of the materials that went into the building of a boat. For example, the lumber comes from South Atlantic States, and from Arkansas, Florida, Idaho, Oregon, Vermont, Washington, and the iron ore from Alabama, Michigan, Minnesota, Ohio, Tennessee, West Virginia; while the steel comes from Maryland, New Jersey, Pennsylvania, Ohio,

West Virginia; and the copper comes from Arizona, Colorado, Michigan, Montana, New Mexico, and Utah; the lead from Colorado, Idaho, and Missouri; the silver from Arizona, Colorado, Utah, and Nevada; the zinc from Kansas, Missouri; and the industrial States of New England furnish hardware, fittings, tools, and other equipment; and the turpentine and oil from Florida, Georgia, Oklahoma, Arkansas, Texas, and West Virginia. Those products make up 50 per cent of the cost of a vessel.

So I think Congress can be proud of the two acts passed, the Kelly and White Acts, and the Post Office Department should be congratulated on the energy with which they put both of those two acts into effect. [Applause.]

The CHAIRMAN. The time of the gentleman has expired.

Mr. BACON. Mr. Chairman, I ask unanimous consent to extend my remarks by inserting at this point a history of the Government-operated air mail service, prepared by the Post Office Department, which I have referred to in the course of my remarks.

The CHAIRMAN. Is there objection? [After a pause.] The Chair hears none.

The matter referred to is as follows:

HISTORY OF GOVERNMENT-OPERATED AIR MAIL SERVICE

The first aerial mail transportation may be traced back to 1870, when in that year letters were carried out of beleaguered Paris by free balloons cast adrift in the winds. The first of such flights was made on September 23, 1870, and carried 500 pounds of mail. This service, of course, was not satisfactory, as the balloons could not be controlled and were just as liable as not to land in enemy territory. Some of them were carried by the winds many miles from Paris before they came down, and some of them were never heard of after leaving Paris.

In the year 1911, demonstrations of airplane mail service were made in India, England, and the United States. The first air mail service in the United States, however, was conducted at the aviation meeting at Nassau Boulevard, Long Island, N. Y., during the week of September 23 to 30, 1911. Earle L. Ovington, with his "Queen" monoplane, was duly appointed an air-mail carrier and covered a set route between the temporary post office established at the flying field and the post office at Mineola, N. Y., dropping the pouches at the latter point for the postmaster to pick up. This service, performed without expense to the department, was flown at regular intervals during the period, a total of 32,415 post cards, 3,993 letters, and 1,062 circulars being carried. It was quite satisfactory on the whole and very promising.

A few other similar experiments were made during the remainder of the year 1911, and the Post Office Department, recognizing the possibility of developing the airplane into a practicable means of aerial transportation, made recommendation to Congress early in 1912 for an appropriation of \$50,000 with which to start an experimental service, but Congress refused to grant the appropriation. Notwithstanding, the keen interest of the Post Office Department in aerial transportation was kept up, and during the fiscal year 1912 a total of 31 orders, covering 16 different States, were issued permitting mail to be carried on short exhibition and experimental flights between certain points. Such service was merely temporary, of course, but performed in each instance by a sworn carrier and without expense to the department. These experimental flights were continued, however, request being made on Congress for an air mail appropriation from year to year.

During the fiscal year 1916 funds were made available for the payment of airplane service out of the appropriation for steamboat or other power boat service, and in that year advertisements were issued inviting bids for service on one route in Massachusetts and on several in Alaska. No bids were received under the advertisements, due to the fact that possible bidders were unable to obtain suitably constructed planes for the proposed service. Nevertheless, negotiations with airplane manufacturers and other interested aviation activities were pushed forward, looking to the earliest possible establishment of a carefully conducted experimental air mail service. The development of the airplane in the World War and the important part it was then playing as a fighting factor in that great struggle, also served to further strengthen the belief of postal officials that it certainly could be developed into a means of fast commercial and mail transportation as well. A final step looking toward this end was taken when Congress appropriated \$100,000 for the fiscal year ending June 30, 1918, to be used in the establishment of an experimental air-mail route.

Careful preliminary study and consideration had been given this new undertaking, and on May 15, 1918, the first air-mail route in the United States was established between New York, N. Y., and Washington, D. C., with a stop at Philadelphia, Pa., for the exchange of mails or plane. The distance of the route was approximately 218 miles, and the frequency of service was one round trip daily, except Sunday. This service was inaugurated with the cooperation of the War Department, which furnished the planes and pilots and conducted the flying and maintenance operations, the Post Office Department handling the mail and

matters relating thereto. The cooperation of the War Department, which was of great value, was maintained until August 12, 1918, when the Post Office Department took over the entire operation of the route, furnishing its own equipment and personnel.

Flights on regular schedule, in all kinds of weather, presented new and unsolved problems, but gradually difficulties were overcome and a very reliable percentage of performance was attained over the route. In fact, the operation of this experimental route was so successful that the department immediately began to lay plans for the extension of the service, and with a view toward the possible establishment of a transcontinental route from New York City to San Francisco. The first leg of this important route was established between Cleveland, Ohio, and Chicago, Ill., with a stop at Bryan, Ohio, on May 15, 1919, and the second leg, New York City to Cleveland, with a stop at Bellefonte, Pa., was established on July 1 of the same year.

These two latter routes were utilized to advance delivery of mail in connection with train service, and this was accomplished in the following manner. Chicago and Cleveland gateway mail was dispatched by plane from New York to Cleveland, where it was placed on trains that left New York the evening before, thus saving about 16 hours in time to the Middle West and 24 hours to the coast. Eastbound flights over this route advanced delivery of gateway mail from Cleveland to New York in the same manner. On the Cleveland-Chicago route mail from the East was taken from the train at Cleveland in the morning and flown to Chicago in time for the last city delivery, saving approximately 16 hours in time. On the eastbound trips mail was flown from Chicago to overtake the mail train at Cleveland, which reached New York at 9.40 the following morning, thereby effecting a saving in time of approximately 16 hours in the delivery of mail to New York City and the New England States.

On the three routes in operation during the fiscal year 1919 there were in the air daily eight planes, flying an aggregate of 1,906 miles each day. The record of performance during this fiscal year was 96.54 per cent, and this record was made with more than 30 per cent of the trips flown in rain, fog, mist, or other conditions of poor visibility.

On May 15, 1920, the third leg of the transcontinental route—Chicago Ill., to Omaha, Nebr., via Iowa City, Iowa—was established, performing service similar to that performed on the routes between New York and Chicago. On August 16, 1920, a route was established between Chicago and St. Louis, and on December 1 of the same year a route was also established between Chicago and Minneapolis. Both of these latter routes expedited mail between the points named and were feeder lines to mail trains and the transcontinental route at Chicago.

The last leg of the transcontinental route, Omaha, Nebr., to San Francisco, Calif., via North Platte, Nebr., Cheyenne, Rawlins, and Rock Springs, Wyo.; Salt Lake City, Utah, and Elko and Reno, Nev., was inaugurated on September 8, 1920. The initial westbound trip was made at the rate of 80 miles per hour and was flown without a forced landing, either for weather or mechanical trouble. The plane carried 16,000 letters, which arrived in San Francisco 22 hours ahead of the best possible time by train, had the train made all its connections.

Due to the necessity of economizing in expenditure, and the fact that Congress had not specifically authorized the same, the New York-Washington route was discontinued on May 31, 1921, and the Minneapolis-Chicago and the Chicago-St. Louis routes on June 30, 1921. Operation was then confined to the service between New York and San Francisco, for which appropriation was specifically made.

In order to further demonstrate the possibilities of the airplane as a factor in the transportation of the mail, arrangements were made for a through flight from San Francisco to New York, and on February 22, 1921, an air-mail plane left San Francisco at 4.30 a. m., landing at New York (Hazelhurst Field, Long Island, N. Y.) at 4.50 p. m., February 23. The total elapsed time for the trip, including all stops, was 33 hours and 21 minutes. The actual flying time was 25 hours and 16 minutes, and the average speed was 104 miles per hour over the entire distance of 2,629 miles. This flight was made possible by flying at night between Cheyenne, Wyo., and Chicago, Ill., a class of service the need of which was seen by the department. While the present relay service had been brought up to a high degree of perfection, yet it was apparent to the department that if the route could be operated from New York to San Francisco on a through schedule, flying both night and day, a wonderful stride in the development of air-mail transportation would be accomplished.

With the development of night service in mind, the department on August 20, 1920, issued orders for the installation of radio stations at each field where this service could not be provided by Navy Department stations. By November 1, 10 of these stations were in operation, including 3 belonging to the Navy Department which were to be used in connection with the operation of the air mail service, and later on stations were established at all the remaining fields except Rawlins, Wyo., making a total of 17.

From this time on all plane movements were made on information as to weather conditions obtained by radio. In addition to service

messages, it was used by other departments in lieu of telegraph when air-mail traffic permitted, and was also of great service in transmitting weather forecasts and stock-market reports for the Department of Agriculture. In addition to the installation of radio stations, all the fields were being developed for night flying, and plans studied for the establishment of beacon lights between fields for the guidance of pilots.

When the service was inaugurated in 1918, Curtiss JN-4-H planes with Hispano-Suiza motors were used. Soon after the Post Office Department took over the details of operation in August of that year, a number of Standard Aircraft Co. mail planes were purchased. These were also equipped with Hispano-Suiza motors, and carried 200 pounds of mail. Rebuilt de Havilland planes with Liberty motors were largely used as the various legs of the transcontinental route were extended. However, at one time or another, planes of the following types were used somewhat extensively: Curtiss JN-4-H, with Wright engine, 150 horsepower; Standard JR-1B, with Wright engine, 150 horsepower; Curtiss R-4-L, with Liberty-12 engine, 400 horsepower; Curtiss HA with Liberty-12 engine; Twin D. H., with two Liberty-6 (Hall Scott) engines, 400 horsepower; Martin mail planes, with two Liberty-12 engines, 800 horsepower; Junker (JL-6), with B. M. W. engine, 200 horsepower; and L. W. F. (type V), with Isotta Fraschini 250-horsepower engines.

In the fiscal year 1921, the Post Office Department paid manufacturers \$476,109 for new planes and for remodeling of planes received from the Army. This practice was discontinued beginning with July 1, 1921, however, when the air mail service adopted the DeHavilland plane with Liberty-12 engine as standard equipment, disposing of all other types. A number of factors contributed to this end. Large stocks of Liberty motors were available and could be had by transfer from the War Department. With improvements made on the Liberty motor, such as heavy stub tooth gears, drilled pistons and improved oil pump, it could be considered as reliable and dependable as any motor of that time, if not more so. A number of DeHavilland planes were also obtained from the War and Navy Departments, and when remodeled and rebuilt into mail planes, they were speedy, reliable, long lived, and capable of carrying a mail load of 500 pounds. Experience had also proven they were a comparatively safe plane to operate. The air mail repair depot was located at Chicago, and was used for repairing, remodeling, and rebuilding of planes, overhauling of motors, etc.

It might be stated here that when the service first began to use Liberty motors it was not an uncommon occurrence to have delayed and uncompleted trips due to motor trouble. However, by developing and perfecting rigid inspection, servicing and overhaul methods, actual forced landings on account of motor trouble became a rare occurrence. Due to this same system of inspection, forced landings on account of the failure of the plane or plane parts became almost unheard of.

During the spring and summer of 1923 work on a lighted airway between Cheyenne, Wyo., and Chicago, Ill., was being pushed forward with a view to carrying out certain experiments to determine whether cross-country night flying on a regular schedule was possible, and whether a through transcontinental air-mail service between New York and San Francisco could be regularly maintained. This was certainly a huge undertaking, as up to this time very little night flying had been done, and, of course, there were no lighted airways in existence. The United States Army Air Service had carried on some experiments and developed certain necessary equipment, but had attempted very little regular scheduled cross-country night flying. The Army obligingly placed at the disposal of the Post Office Department all the knowledge they had obtained from their experiments. Splendid cooperation was had at the hands of manufacturers of illuminating equipment of various kinds. The General Electric Co., the American Gas Accumulator Co., and the Sperry Instrument Co. were particularly thorough in the assistance rendered. Beacon lights were installed between Chicago and Cheyenne, planes were equipped with landing lights, emergency fields were prepared, lighted, and marked, and terminal fields lighted. Pilots were given an opportunity to make practice night flights. All arrangements were completed as planned, however, and in August, 1923, a regular schedule was flown between New York and San Francisco for a period of four days, that part of the route between Chicago and Cheyenne being flown at night. The best time eastbound on any of the 4 days was 26 hours and 14 minutes, and the best time westbound was 29 hours and 38 minutes. It may be stated, however, that better time can generally be made on eastbound trips due to the fact that the prevailing winds are from the west. The result of the test was so satisfactory, being 100 per cent perfect, that operation of a transcontinental service on a similar schedule, the first 30 days to be a trial, was decided upon.

It was also decided to charge air-mail postage at the rate of 8 cents an ounce for each zone transported, the route being divided into three zones, namely, New York to Chicago, Chicago to Cheyenne, and Cheyenne to San Francisco. Heretofore no extra charge was made for the transportation of air mail, although when the service was first established back in 1918 special stamps were issued and the rate was 24 cents per

ounce. This was later reduced to 16 cents per ounce, then to 6 cents, and due to lack of patronage was finally discontinued on July 18, 1919, the regular standard domestic rate of 2 cents per ounce being put into effect.

The remainder of 1923 and the first half of 1924 was spent in preparing for the inauguration of a regular transcontinental service, which was begun on July 1, 1924. The 30-day test was so satisfactory that the service was continued as a regular operation. The schedule required departure from the initial termini in the morning and arrival at the end of the route late in the afternoon of the next day.

Later on a considerable demand for an air mail service between New York and Chicago by a schedule which would deliver mail of one business day to the opposite termini in time for the first carrier delivery the next morning was evidenced, and to meet that demand an overnight service between these points was established on July 1, 1925.

A brief summary of the work done in connection with the inauguration of night flying will give some idea of the undertaking. In the last half of 1923 and the first half of 1924 the following special work was accomplished: 289 flashing gas beacons were installed between Chicago and Cheyenne; 34 emergency landing fields between the same points were rented, equipped with rotating electric beacons, boundary markers, and telephones; 5 terminal landing fields were equipped with beacons, floodlights, and boundary markers; 17 planes were equipped with luminous instruments, navigation lights, landing lights, and parachute flares. In addition to this the necessary organization to handle operations both in the air and on the ground was brought up to a high degree of efficiency.

The running or navigation lights on the planes were similar to those used by ships at sea, only, of course, much smaller. A red light was installed on the left wing, a green one on the right wing, and a white one on the tail. The landing lights had projectors of the automobile type, but of much higher power. One light was mounted on the left wing tip and the other on the right, usually the lower panels. Each light gave approximately 150,000-beam candlepower. Two parachute flares were installed in each plane for emergency use. These could be released by the pilot, if necessary, to locate a field in case of forced landing at night, which occasionally happens. The flare, when released, gives a light of approximately 30,000 candlepower, burns from four to seven minutes, and has a radius of illumination of approximately 1 mile at 1,000 feet altitude.

A 36-inch high intensity arc revolving searchlight of approximately 500,000,000 candlepower was installed on a 50-foot tower at the regular fields. This great beacon, set at a fraction of a degree above the horizon, revolved at the rate of three times per minute, and on clear nights could be seen by the pilots for a distance of 130 to 150 miles. An 18-inch rotating beacon of approximately 5,000,000 candlepower, mounted on top of a 50-foot windmill tower, was installed at each emergency field. This beacon was also set at a fraction of a degree above the horizon, revolved at the rate of six times a minute, and was visible to the pilots on clear nights from 60 to 75 miles. The lights from these powerful beacons guided the pilots in their lonely flights through the night and marked for them the emergency and regular landing fields. A large searchlight, similar to the 36-inch arc beacon, equipped with a lens that spread the light fan shaped over the field, was used to illuminate the terminal fields for landing purposes. These floodlights were of great assistance and served to give the pilot as nearly as possible a daylight perspective when landing upon the field. One or two large, powerful B. B. T. floodlights were purchased for the beginning of regular night flying July 1, 1924, however, and eventually were installed at all terminal night flying fields, replacing the above-mentioned 36-inch floodlight. The lens of the B. B. T. floodlight, which throws a fan-shaped beam 180° in spread, is constructed and set in such a manner that no blinding effect is encountered by the pilot when landing on the field. It is rated at approximately 3,500,000 candlepower and will floodlight an area practically 1 mile square. The emergency landing fields were located from 25 to 30 miles apart, and furnished the pilot a safe place to land in case of necessity. The boundaries of both emergency and regular fields were outlined with small white lights placed 150 to 300 feet apart, and all obstacles were marked with red lights. Local electric current was available at terminal fields, and was used to furnish power to the beacons and also through underground cable to the boundary lights. At emergency fields where local current was not available units composed of three or four primary cell batteries were used for boundary lighting, and Delco lighting plants were installed to furnish power for the rotating beacon. The plant was inclosed in a shack at the base of the tower, which also served as a shelter for the caretaker. As a matter of fact, caretaker shacks were provided for all emergency fields. The small A. G. A. gas beacons were located approximately every 3 miles in between the emergency and regular or terminal fields, and served also to guide the pilot on the route. They flashed at the rate of sixty times a minute, and received their light power from cylinders of acetylene gas, which were renewed about every five or six months. They flashed continually night and day at the start, but during the last few years of Government operation a sun valve was invented

which automatically shut off the light in the daytime and turned it on again at dusk.

The lighted airway was extended eastward from Chicago to Cleveland in the summer of 1924; westward to Rock Springs, Wyo., at the same time; from Cleveland to New York in the spring of 1925; and from Rock Springs to Salt Lake City in the fall of the same year. The last two extensions involved difficulties peculiar to the country over which laid out. The Cleveland-New York section traverses the Allegheny Mountain Range, offering serious difficulty in the establishment of emergency landing fields and locations of beacon lights on mountain tops that would be both visible to a pilot flying over and accessible from the ground. The section from Rock Springs to Salt Lake City traverses the Laramie and Wasatch Ranges of the Rocky Mountains, a stretch of country that is very sparsely settled. Many changes in the lighted airway were made to make it more efficient as time went on. Additional lights were installed, providing a powerful rotating beacon approximately every 15 miles; the 18-inch beacons were replaced with 24-inch beacons at practically all points, and one was also installed on top of the tower which supported the 36-inch beacon at the terminal fields, between Chicago and Cheyenne, thereby making it possible to limit the use of the 36-inch beacon to times when the weather was extremely bad. Emergency fields were improved and at a number of additional points local current was extended to the field. Experiment was made with wind-driven electric plants and several of them were successfully installed at points west of Chicago. These lighting plants, with power generated to large capacity storage batteries by a wind-driven propeller, were turned on at dusk and off at daylight by torque clocks or sun relays, thus eliminating the expense of having a caretaker employed. A number of other fields where local current was available were also made to be automatically controlled by the use of such instruments. The installation and illumination of this giant airway from New York City to Salt Lake City, a distance of some 2,045 miles, was accomplished at a cost of approximately \$542,000.

In view of the steady increase in mail loads, augmented by the establishment of several contract feeder routes in the early part of the year 1926, it became apparent to the department that a plane carrying a much larger load than the de Havilland was necessary. Competition among various aircraft manufacturers was invited, and as a final result 51 Douglas mail planes were purchased, deliveries starting in the month of May, 1926. These new planes were capable of carrying more than twice the load carried by the de Havilland and also had considerable more speed. As a matter of fact, trips between certain points were made at the rate of 150 to 160 or more miles per hour, but these were quite infrequent, however, and only when a stiff tail wind was in evidence. The record mail trip between Chicago and New York City was made on December 16, 1926, at the rate of 167.5 miles per hour. The fastest mail trip on record was made on January 30, 1927, between Chicago and Cleveland, at the rate of 175.1 miles per hour. The greater cruising radius and speed of the Douglas planes permitted the discontinuance, except possibly in adverse weather conditions, of stops in both directions at Bellefonte, Bryan, and Rawlins, and on eastbound trips at Iowa City, North Platte, and Rock Springs. An important change in the eastbound transcontinental schedule was also made possible, allowing 1 hour and 15 minutes later departure from the New York termini. The new planes were put into use between Salt Lake City and New York City, where mail loads were heaviest, the de Havillands being used from Salt Lake City west. The building of de Havilland planes at the repair depot was discontinued on July 1, 1926, work of that nature being confined from then on to the repairing of old de Havillands and damaged Douglas planes. The surplus de Havilland planes released were advertised and sold.

An important step bearing on the development of air-mail traffic was taken by the department on February 1, 1927, when a new postage rate of 10 cents per half ounce was put into effect, thereby entirely doing away with the complicated zoning system previously in use on the transcontinental and contract routes. The new flat rate entitled transportation between any points in the country, without regard to distance, and was a valuable means of increasing patronage.

The air-mail service was awarded the Collier trophy for the most important contributions to the development of aeronautics in the year 1922, on its outstanding record of safety established, and again in the year 1923, for demonstrating the practicability of night flying. The Harmon trophy of the United States, offered for the first time in the year 1926, was awarded by the International League of Aviators to an air-mail pilot—because of his remarkable record of having flown during that year over 718 hours without accident, in all kinds of weather, both winter and summer, on regularly assigned trips, 47 per cent of the time being flown at night. It may be stated that in the award of the Harmon trophy the wonderful day-in-and-day-out flying record of the air-mail pilot was considered more meritorious in the cause of advancing aviation than the flight made during that year by Commander Byrd over the North Pole.

It had never been the intention of the Post Office Department, however, to operate the air-mail service longer than was necessary to

clearly demonstrate the practicability of commercial aviation to the general public, and thereby induce private enterprise to enter the field and eventually take over the operation of service. Due to the large measure of success attained in the efficient operation and development of the transcontinental route, the desired interest was rapidly increasing and in the year 1926 several contract air-mail routes were put into operation, and contracts on several more routes awarded. Interest in commercial aviation, and contract air-mail service in particular, was further enlivened when in the spring of 1926 Congress passed a bill, known as the air commerce act of 1926, which, briefly stated, imposed upon the Secretary of Commerce the duty of fostering the development of commercial aviation in the United States. It authorized the Secretary of Commerce, among other things, to designate and establish airways, in so far as funds were made available by Congress from year to year, and to establish, operate, and maintain along such airways all necessary lights and emergency landing fields. It also provided that at such time as the Postmaster General and Secretary of Commerce by joint order should direct, the airway under the jurisdiction and control of the Postmaster General, together with all emergency landing fields and other air facilities (except air ports or terminal landing fields) used in connection therewith, would be transferred to the jurisdiction and control of the Secretary of Commerce, the established air ports or terminal landing fields to be transferred to the jurisdiction and control of the municipalities concerned under arrangements subject to approval by the President. Taking all these happenings into consideration, the Postmaster General concluded that the time was fast approaching, or was actually at hand, when the transcontinental air-mail route might be turned over to private contractors and operation successfully and profitably carried on by them.

In order to ascertain the response that would be made, advertisements were issued on November 15, 1926, to expire on January 15, 1927, for proposals for service on the transcontinental route by sections—(1) New York to Chicago and (2) Chicago to San Francisco. A proposal at a satisfactory rate was received on the Chicago to San Francisco section from the Boeing Airplane Co. and Edward Hubbard, of Seattle, Wash. (later incorporated as the Boeing Air Transport, Salt Lake City, Utah), and accepted. Service began under their contract July 1, 1927, the Post Office Department relinquishing operation at midnight June 30. As no satisfactory bid was received for the service between New York and Chicago, that section of the route was readvertised under date of March 8 and the bid of the National Air Transport (Inc.), Chicago, Ill., accepted thereunder. This company began service under their contract on September 1, the Post Office Department continuing operation up until that time.

In addition to turning over to the contractor operation of service between Chicago and San Francisco on July 1, 1927, another important event in the history of the Government-operated air mail service took place on that date when, acting under legislation contained in the air commerce act above referred to, the lighted airway and the radio service were transferred to the jurisdiction and control of the Department of Commerce. The transfer of the radio service included 17 fully equipped stations, with an operating personnel of 44. Transfer of the lighted airway included an operating personnel of approximately 102 and the following fields and lights:

Emergency landing fields with caretakers in charge.....	68
Emergency landing fields automatically operated (no caretakers).....	21
Electric beacon lights in between emergency fields with caretakers in charge.....	21
Electric beacon lights in between emergency fields automatically operated.....	79
A. G. A. gas routing beacons (automatic).....	405

Arrangements were made for the transfer of terminal airports to the municipalities at which they were located very shortly after the relinquishment of service on the western part of the route, and the same procedure was followed after relinquishment of service on the eastern part. The buildings at Chicago were located on property owned by the United States Veterans' Bureau and at Omaha and San Francisco on property owned by the War Department. Ownership of these buildings therefore reverted to the Government departments named.

A number of the new Douglas planes were sold to air-mail contractors, and the balance, together with the few remaining serviceable DeHavillands, were transferred to other Government departments in need of such equipment. Considerable of the shop material and equipment could be advantageously used in the large post-office garages, and transfer was accordingly made. The remaining serviceable material, equipment, etc., was listed to the Chief Coordinator for clearance and that desired by other Government departments was accordingly transferred. The material and equipment not taken by other branches of the Government was listed for sale and sold in the usual manner to the highest bidder. By December 31, 1927, the department's interests were completely closed out at all fields except Chicago, where only a small quantity of the material and equipment located in the repair depot and warehouse remained to be disposed of.

The Post Office Department has reason to be proud of the development of its undertaking, and the following tables will clearly illustrate some

of the work accomplished from the beginning of service to its complete relinquishment, August 31, 1927. From the statement on performance will be noted the remarkable percentage of scheduled miles flown, and in this connection it may be stated that if it were not for severe weather conditions, especially met with during the winter months of the year, such as fog, sleet, and blizzards, an almost perfect schedule could be maintained at all times. Of course, weather that it was considered impossible to fly through in the early stages was easily flown through during the last few years, but fog still remains the greatest enemy of the pilot and the cause of practically all serious delays and uncompleted trips. Short areas of fog are flown through or over, but it is not practicable to fly through or over large areas of dense fog, requiring designated landings to be made therein, with our present equipment and instruments. However, experiments are being continually carried on with a view to finding some effectual means of overcoming this hazard, and it is hoped that such means will be found within the not too far distant future. Attention is also called to the wonderful record of safety established during the later years of operation, as shown in the statement of fatalities, etc. A total of 3,108,720 miles were flown before the last fatality occurred.

Statement of performance from the beginning to the end of Government-operated service May 15, 1918, to and including August 31, 1927

Fiscal year ending June 30—	Miles mail trips scheduled	Miles mail trips actually flown	Percentage scheduled miles flown	Miles flown ferry and test	Total miles flown mail ferry and test	Forced landings (mail trips)		Number letters carried (40 per pound)
						Mechanical	Weather	
1918.....	18,000	16,009	84	5,380	21,389	6	6	713,240
1919.....	166,843	160,066	96	34,920	194,986	37	56	9,210,040
1920.....	653,764	549,244	84	99,156	648,400	155	105	21,063,120
1921.....	1,819,978	1,554,935	86	215,673	1,770,658	810	954	44,834,080
1922.....	1,629,250	1,537,927	94	189,338	1,727,265	281	479	48,988,920
1923.....	1,644,457	1,590,637	96	218,391	1,809,028	176	279	67,875,840
1924.....	1,590,425	1,522,763	95	330,488	1,853,251	154	353	60,001,360
1925.....	2,160,022	2,076,764	96	424,791	2,501,555	174	586	1,300,520
1926.....	2,405,059	2,256,137	94	291,855	2,547,992	155	707	1,145,640
1927.....	2,482,865	2,329,533	94	253,453	2,583,006	140	881	1,223,885,000
1928.....	179,304	173,987	97	21,725	195,712	7	31	3,338,080
Total.....	14,749,967	13,768,072	93	2,085,170	15,853,242	2,095	4,437	301,855,840

¹ Only mail with postage prepaid at the higher or special air-mail rate was carried in 1925, 1926, 1927, and 1928.

² Operated by the Post Office Department between New York and Chicago only, during the months of July and August, 1928.

Statement of fatalities, injuries, and plane crashes from the beginning to the end of Government-operated service May 15, 1918, to and including August 31, 1927

Fiscal year	Total number of fatalities	Average miles flown for each fatality	Number injured		Planes crashed	Average miles flown per crash
			Minor	Serious		
			Flight Ground			
1918.....		(¹)				
1919.....	3	64,995	2	1	0	13
	Pilots.....	97,493				
	On ground.....	194,986				
1920.....	1	72,044	12	1	1	33
	Pilots.....	129,680				
	Passengers.....	162,100				
1921.....	17	104,156				
	Pilots.....	147,554	33	1	2	56
	Passengers.....	442,664				
	On ground.....	1,770,658				
1922.....	1	1,727,265	33	1	3	17
	Pilot.....					
1923.....	4	452,257	27		2	12
	Pilots.....	603,009				
	Passenger.....	1,809,028				
1924.....	4	463,312	41	1	5	14
1925.....	2	1,250,777	46	2	3	12
1926.....	2	1,273,996	59	2		9
1927.....	1	2,583,006	51	2	9	33
1928.....	(¹)		4			1
Total.....	43	(²)	308	11	25	200

¹ No fatality.

² 32 fatal crashes; 32 pilots and 9 employees who accompanied pilots on flights killed; 2 employees killed on ground by propellers.

³ Average miles flown for each fatal crash, 495,414; average miles employee killed in flight, 386,665; average miles flown for each fatality (flight and ground), 368,680.

During the period between the last fatality, April 22, 1927, and the previous one, February 12, 1926, a total of 3,108,720 miles were flown.

Statement showing appropriations and expenditures for operation and maintenance of the air mail service from the beginning to the end of Government-operated service, May 15, 1918, to and including August 31, 1927

Fiscal year	Air mail appropriation	Total amount expended	How expended					Value of property inventory at close of year
			Wages and salaries	Pilots' mileage pay	Building and field improvements	Gasoline and oil	Other supplies and service	
1918.....	\$100,000	\$13,604						
1919.....	100,000	717,177						
1920.....	850,000	1,264,495						
1921.....	1,375,000	2,653,882						
1922.....	1,425,000	1,418,146	\$548,101	\$92,891	\$29,222	\$181,204	\$563,749	\$2,560,018
1923.....	1,900,000	1,897,151	676,945	101,327	473,796	185,390	458,723	2,861,492
1924.....	1,500,000	1,498,674	759,304	107,739	32,336	160,081	436,536	3,246,385
1925.....	2,750,000	2,743,750	1,059,354	174,743	163,707	226,998	1,118,918	3,506,534
1926.....	2,885,000	2,782,422	1,180,595	197,496	204,298	232,738	877,295	3,816,679
1927.....	2,650,000	2,255,919	991,528	205,180	24,655	201,255	833,301	3,345,641
1928.....	2,150,000	166,314	121,137	16,707	None.	11,453	17,017	(¹)
Total.....	17,685,000	17,411,534						

¹ No property.

In the fiscal years 1919, 1920, and 1921 appropriations made for star-route, powerboat, and railroad service were used by the air-mail service.

The records for the fiscal years 1918 to 1921, inclusive, were so kept that it would be difficult to itemize the expenditures.

An inventory was not taken until the close of the fiscal year 1922.

Statement showing pilots in service at discontinuance of Government-operated route, with dates of their original appointment, and total number of miles and hours flown

Pilot	Date of original appointment in service	Date of last flight	Total number of hours flown	Total number of miles flown
Allen, Edmond.....	July 10, 1925	June 29, 1927	1,126.34	100,669
Allison, Ernest M.....	Aug. 23, 1920	June 27, 1927	3,806.16	359,793
Barker, Hugh.....	Jan. 4, 1924	June 13, 1927	1,794.22	170,073
Barnes, J. M.....	Aug. 24, 1924	July 14, 1927	1,452.02	139,458
Bertaud, Lloyd W.....	Nov. 16, 1924	July 2, 1927	1,443.19	141,806
Biffle, Ira O.....	Dec. 9, 1918	June 28, 1927	1,962.37	193,515
Boonstra, Harry G.....	Mar. 14, 1921	June 27, 1927	3,238.49	303,428
Brown, L. L.....	July 10, 1925	Apr. 5, 1927	946.07	93,949
Brown, Henry J.....	Jan. 12, 1925	Aug. 31, 1927	1,425.17	151,166
Burnside, Frank H.....	July 17, 1923	do.	1,479.10	147,885
Chandler, Harry A.....	Aug. 16, 1920	Aug. 30, 1927	4,132.22	394,605
Collins, Paul F.....	Feb. 12, 1921	Aug. 31, 1927	3,587.00	361,689
Collison, H. A.....	May 27, 1921	June 19, 1927	3,482.17	331,474
Ellis, Robert H.....	July 7, 1919	June 28, 1927	3,388.02	347,518
Hill, James D.....	July 1, 1924	July 11, 1927	1,928.36	202,027
Hopson, William C.....	Apr. 14, 1920	Aug. 27, 1927	4,043.25	413,034
Huking, Harry.....	May 3, 1920	June 30, 1927	2,509.17	228,850
Johnson, C. Eugene.....	Mar. 10, 1921	June 8, 1927	2,525.28	239,356
Johnson, Ralph J.....	Aug. 25, 1924	June 26, 1927	1,492.00	140,520
Kaufman, Stephen T.....	July 1, 1925	Aug. 31, 1927	1,503.51	149,040
Knight, James H.....	June 25, 1919	June 30, 1927	4,282.54	417,072
Lee, Eber H.....	Dec. 29, 1918	June 28, 1927	4,220.43	382,426
Levisse, Rexford B.....	Nov. 9, 1920	June 30, 1927	3,365.25	322,889
Lewis, Harold T.....	May 27, 1919	June 29, 1927	3,840.21	365,625
McGinn, Leo J.....	May 10, 1923	Aug. 31, 1927	593.58	60,937
Maroney, Edward S.....	Aug. 11, 1921	June 30, 1927	3,775.09	35,527
Marshall, Tex.....	Sept. 21, 1920	June 22, 1927	3,675.08	329,152
Mouton, E. E.....	Sept. 8, 1920	May 22, 1927	3,805.54	369,730
Murray, James P.....	June 8, 1920	July 11, 1927	4,380.46	400,611
Myers, Geo. L.....	June 1, 1923	Sept. 9, 1927	2,782.29	281,114
Pomeroy, Geo. C.....	Aug. 16, 1924	Aug. 4, 1927	1,649.24	155,123
Sharpnack, J. W.....	Sept. 8, 1920	June 9, 1927	2,258.41	217,212
Short, Shirley J.....	Mar. 2, 1923	Aug. 31, 1927	2,841.43	284,552
Smith, Dean O.....	May 21, 1920	Aug. 28, 1927	3,764.57	365,719
Smith, Harry G.....	Aug. 31, 1920	Aug. 29, 1927	2,770.11	265,164
Smith, W. L.....	Nov. 8, 1919	June 15, 1927	4,028.26	391,686
Vance, C. K.....	Apr. 22, 1920	June 30, 1927	2,811.58	268,094
Wagner, R. L.....	Apr. 23, 1923	do.	2,345.24	235,551
Ward, Earl F.....	Dec. 21, 1923	Aug. 31, 1927	2,166.08	226,722
Webster, J. O.....	Jan. 3, 1921	do.	1,444.24	132,936
Williams, W. D.....	Aug. 10, 1920	Aug. 29, 1927	4,336.05	424,294
Winslow, B. H.....	Sept. 22, 1920	June 30, 1927	2,885.57	256,553
Yager, F. R.....	Aug. 10, 1920	June 27, 1927	4,009.14	391,616

Mr. BYRNS. Mr. Chairman, I yield to the gentleman from Alabama [Mr. HILL].

Mr. HILL of Alabama. Mr. Speaker, at our last session the Congress passed the bill which made possible the erection by the Republic of Panama of a great laboratory in that country at a cost of half a million dollars to search out the cause and cure of tropical diseases, to be maintained in part by an annual appropriation of \$50,000 by the Government of the United States and to be named the Gorgas Memorial Laboratory in commemoration of the life and work of that great physician and great American, William Crawford Gorgas. I have read with much interest the recent report of the Gorgas Memorial Institute and it is most gratifying to note the progress made in connection with the establishment of the Gorgas Memorial

Laboratory. The appointment of Dr. Herbert C. Clark, a distinguished authority on tropical medicine, to the directorship of the laboratory and the friendly cooperation of the Government of Panama evidenced by its turning over to the institute the magnificent building erected for the school of medicine are two outstanding accomplishments of the memorial institute in connection with the preliminary arrangements for the establishment of the laboratory.

It was in the little town of Toulminville, a suburb of the historic old city of Mobile in Alabama, the State which I have the honor to represent, that on the 3d day of October, 1854, William Crawford Gorgas was born, the son of Gen. Josiah Gorgas and Amelia Gayle Gorgas. Gen. Josiah Gorgas served as chief of ordnance of the Confederate Army during the War between the States, was for 10 years president of the University of the South at Sewanee, Tenn., and later president of the University of Alabama at Tuscaloosa, Ala. Mrs. Amelia Gayle Gorgas was the daughter of Hon. John Gayle, who was Governor of Alabama and afterwards a Member of Congress and a United States district judge. When I entered the University of Alabama as a student in the fall of 1911 I soon came to know Mrs. Amelia Gayle Gorgas. For many years she had been the librarian of the university library. Her lovely old home in the very heart of the campus was the rendezvous for the students who came and went with the passing years. She was their kindest critic, their wisest counsellor, their best friend, known by all and loved and revered by all, the mother of the university campus. The magnificent new university library is the Amelia Gayle Gorgas Library, named as a tribute of love and of appreciation of the life, the service, and the faith of this noble woman. During my university days Miss Mamie Gorgas, General Gorgas's sister, was the assistant librarian at the university library. Her kindly manner, her gentle spirit endeared her to all. Many were the proud and happy moments we spent together in talking of her great brother and his great work. Upon our entrance into the World War, when I was examined and rejected for admission to the Army on account of underweight, my underweight was waived through the good offices of General Gorgas, then the Surgeon General of the Army, and my heart's desire found realization by my admission to the Army.

Profane history tells us of Alexanders and Caesars and Napoleons who came with the blare of trumpets, the clash of arms, and the thunder of armies, establishing dynasties and empires which endured for a time and then swayed, tottered, crumbled, and fell forever. Sacred history tells us of the silent Nazarene, who came without the pomp and pageantry and circumstance of temporal monarchs and through the silent influences emanating from His own perfect life and character established a kingdom as wide as the universe and as lasting as eternity. The future historian will tell of William Crawford Gorgas, patient and devoted man, who walked in the footsteps of the Great Physician and whose life of humility, service, and sacrifice brought more blessings to mankind than all the kings and conquerors and empire builders.

In the hidden wastes of the Tropics there lurked an enemy, silent but inexorable, that made them the white man's sepulchre. From its home in the Tropics this same yellow fever often journeyed forth into the cooler climate of the Temperate Zone, leaving in its wake a trail of woe, of terror, and of death. In 1793 the dread disease ventured even as far north as Philadelphia and with terrible suddenness fell upon that city. There was scarcely a home that was not afflicted; the rich quarters as well as the poor abounded in the disease; the clean as well as the filthy, and all ages and colors rendered their tribute. In a few brief weeks one-tenth of the population was dead. In that most interesting and enlightening volume, William Crawford Gorgas, His Life and Work, the collaborator of his widow, Mrs. Marie D. Gorgas, and Hon. Burton J. Hendrick, we find this interesting account of conditions in Philadelphia during the epidemic:

In a few days the city was in a state of the wildest disorder. As usual, all fled who could get away; for weeks there was a continuous procession of carts, coaches, wagons, and "chairs" transporting families and furniture in all directions; in the towns to which the refugees went they were most unwelcome visitors, and in many cases they were turned back at the gate. All phases of business and community life came suddenly to an end; banks closed; factories shut their doors, leaving thousands without employment; newspapers stopped publication, and churches ceased their functions for want of congregations. Sick persons sometimes fell dead in the streets, their corpses lying for weeks without burial * * *

The most distinguished citizens were buried unceremoniously, with no human attendant except the negro who drove the death cart. The appearance of anything that resembled such a funeral was a signal for

the population to flee in all directions. In many cases husbands abandoned their sick wives and wives their sick husbands; instances were not unknown in which parents fled from their children and children left their parents to die in neglect. The afflicted were sometimes left to perish miserably without medicine or a drink of water, and even women in childbirth frequently received no care. One writer records as an evidence of the state of the popular frenzy that had ruled all summer the delight with which the populace looked upon a conventional funeral proceeding in leisure and dignity through the streets. It had for so many months been the custom to hustle off unattended corpses at midnight or to leave them unburied in vacant lots that even this somber manifestation of normal existence was a cause for general rejoicing.

The famous Dr. Benjamin Rush and Matthew Carey have left accounts of the epidemic which have a strong resemblance to Defoe's description of the great London plague of 1664-65. There was not a year in the nineteenth century during which this unknown and impalpable enemy did not claim its victims in many American cities. Particularly did the cities on the Gulf coast, such as New Orleans, Mobile, and Pensacola, many times satiate the voracious appetite of this unholy plague.

In 1880 yellow fever in its most violent form was exacting heavy toll of the people of Brownsville, Tex. Gorgas, then a young lieutenant in the Medical Corps of the Army, volunteered to go to the stricken area and was sent to Fort Brown, at Brownsville, to assist in the medical care of the civilian population. Here fate seemed to ordain him as her own and to prepare and equip him for the high destiny which was his. Here he met for the first time Miss Marie Cook Doughty, whom he attended while seriously ill with yellow fever and whom he later married. As his wife, his silent partner through the years, her unfaltering faith and appreciation encouraged him to do and to become, her devoted care and loving hands helped the master work out his noble plan. Here he himself fell a victim to the dread disease and thereby became immune to it for the rest of his life.

In 1898 Gorgas was appointed chief sanitary officer at Habana. In 1900 there came to Habana the immortal four, Walter Reed, James Carroll, Jesse W. Lazear, and Aristides Agramonte, the commission charged by the Government of the United States with solving, if possible, the baffling and perplexing problem of the cause of yellow fever. This commission headed by Major Reed, himself a southerner like Gorgas, using the elaborate statistical study of the spread of yellow fever in houses made by that other great Southerner, Dr. Henry R. Carter, of the United States Public Health Service, and the mosquito theory of infection, as advanced by Dr. Carlos J. Finlay, of Habana, while armed with the knowledge brilliantly demonstrated by Sir Ronald Ross that the *Anopheles* mosquito was the infecting agent in malaria fever, after months of devoted work crowned with wonderful self-sacrifice and marvelous self-abnegation in which the young, the brilliant, the gallant Lazear gave his life, definitely demonstrated that the *Stegomyia* mosquito was the infecting agent in yellow fever.

If it is the mosquito—

Said Gorgas, when the Reed experiments were under way—

I am going to get rid of the mosquito.

Even Reed himself smiled at the idea.

It can not be done—

He said, and his opinion was the one that generally prevailed in Habana at that time. Most scientists regarded Reed's indictment of the *Stegomyia* mosquito as merely a brilliant academic performance. They could not see how it greatly lessened the general yellow-fever peril. In fact, Reed seemed to have reduced the situation to one of utter despair. He had proved that the *Stegomyia* conveyed the disease; but how could the *Stegomyia* be controlled except by destroying him—a seemingly impossible task. Mosquitoes existed not by the thousands or millions but by the uncountable billions. Every environ in Habana was full of them. They swarmed in the streets, the alleyways, the byways, the houses, in every conceivable place in the city. Often they settled over the city like a hideous cloud. As has been well said:

The Reed discovery came almost like a sentence of death. Habana always had had yellow fever and now it seemed certain that Habana would always have it. To run around the city attempting to banish the disease by killing these gnats—what occupation could seem more useless and more ludicrous? One might as well attempt to banish the air in which the mosquitoes passed their brief destructive existence. What Reed had apparently accomplished was to add a new horror to daily existence.

In spite of the doubts, the fears of those about him, in the face of the laughter and the jibes of scientists, notwithstanding

the oppression of the seemingly hopelessness of the task, the quiet, devoted sanitary officer of the city set himself with indomitable resolution and religious fervor to the destruction of the *Stegomyia*. He cleaned up the pest holes, the hidden waste, the unclean places, the foul dens of the city, and by the use of kerosene and petroleum rendered uninhabitable to the *Stegomyia* its breeding places. With his sanitary methods he swept through the city, cleaning and purifying it like the River Alpheus through the Augean stables. He drove the *Stegomyia* before him like the withered leaves before the autumn gale. In the brief time of seven and one-half months Gorgas delivered the city from the *Stegomyia* and lifted the pall that had hung over it for 140 years. For all these years there had not been a day when yellow fever had not prevailed in Habana. To-day Habana is healthier than the average American city. It stands the proud capital of a treasure-laden isle, a great city freed from dread disease, one of the most beautiful of all the world, whose charm is the delight of all privileged to enjoy the hospitality of its people, with argosies of commerce bound for its harbor, and an admiring America rejoicing in its happiness and its glory—a living and eternal monument to the wonder and the genius and the faith of William Crawford Gorgas. What had been done in Cuba could be done in other disease-ridden countries; what had been accomplished with yellow fever could be accomplished with other similar plagues. The Tropics with their hidden treasures, believed through the centuries incapable of habitation by the white man, were now shown to be habitable to him. The redemption of these mighty territories lay in the offing, and it was Gorgas who had proven that that redemption was possible. He now dedicated himself to the great task of the redemption.

In 1904 the United States Government undertook the stupendous task of the construction of the Panama Canal. A few years before the French Panama Canal Co. had attempted the task only to find its money, its efforts, its hopes, lost in utter failure. The French company had the skill, it had the ambition, it had the money, it had everything but one thing, and that was the genius of a Gorgas. In 1885 in writing about Panama, the historian, James Anthony Froude, said:

There is not perhaps now concentrated in any single spot so much swindling and villainy, so much foul disease, such a hideous dunghill of physical and moral abomination. The Isthmus is a damp, tropical jungle, intensely hot, swarming with mosquitoes, snakes, alligators, scorpions, and centipedes; the home even as nature made it of yellow fever, typhus, and dysentery.

At one time the French company brought to Panama 500 young engineers, put them to work in the swamps, and not one of them lived to draw his first month's pay. The pestilence of the swamp and the disease of the jungle had written the final chapter of the French company in terms of dismay, disaster, and death. It was within the shadow of these failures, haunted by their ruins, beset by the same implacable enemies that had brought them about that Gorgas found himself in 1904 as the chief sanitary officer of the Canal Zone charged with the gigantic task of conquering these enemies and making possible the construction of the canal. Within less than two years after he obtained the necessary help and supplies he exterminated the mosquitoes, eradicated yellow fever and malaria, cleaned up the Canal Zone, and made possible the building of the canal. Some Vergil will weave the incomparable story of Gorgas's triumph into a new epic—an epic of the jungle, of the fury and fatal power of its denizens—an epic that will tell of the tact, the patience, the perseverance, the courage of its hero handicapped by his own Government, opposed and thwarted at times by the officials of that Government whose very lives lay in his hands and whose help should have been his staunchest and best support, and in this epic the reader will find—

the modern realization of the legend of Heracles, the cleanser of foul places and the enemy of evil beasts.

Of Gorgas's wonderful achievement in Panama, Sir William Osler, at the time regius professor of medicine at Oxford, said in his famous Edinburgh sermon on Man's Redemption of Man:

There is nothing to match it in the history of human achievement. Before our eyes to-day the most striking experiment ever made in sanitation is in progress. The digging of the Panama Canal was acknowledged to be a question of the health of the workers. For four centuries the Isthmus had been the white man's grave. * * * Here is a chapter in human achievement for which it would be hard to find a parallel.

In 1907, in recognition of the great work he was doing, Gorgas was made a member of the Isthmian Canal Commission, and in 1915 Gorgas and his associates on the commission were given a vote of thanks by Congress for the distinguished service ren-

dered in the construction of the Panama Canal. This is one of the few instances in history since Hippocrates was awarded a civic crown by the citizens of Athens for averting a pestilence from that city that sanitary achievement has been recognized by the State.

When the United States entered the World War Gorgas was the Surgeon General of the United States Army. With that vision and prescience that had signalized his every endeavor he had been preparing for months for the inevitable conflict.

His administrative genius and medical foresight were well illustrated by his plan of strict physical examination of all men drafted. "I want to give you a fit Army, Mr. Secretary," he told Secretary of War Baker. His plan for this involved the most spectacular method of wholesale examination of human machinery in the history of the world. Every one of the 7,000,000 men who were called under the draft underwent a thorough examination by a group of doctors, specialists in the various fields. The eyes, the heart, the teeth, the feet, the nerves, the entire body machine had to be right before this Gorgas Board would certify the applicant ready for service. Nearly 30 per cent of those examined were rejected for physical disability. Of those accepted, many had incipient disabilities which were remedied. In every previous war in which our country had engaged it was the ravages of disease rather than the bullets of the enemy that had stricken down brave men and swelled the casualty lists. Under the guiding hand and the devoted leadership of General Gorgas as Surgeon General we mobilized, trained, transported 3,000 miles to Europe, and put into action the greatest army we ever had with a smaller death rate than had hitherto been known in the annals of military medicine. When the American Army commenced its great advance in July, 1918, at Chateau-Thierry it was able to continue the terrific drive without cessation until it crowned the American standards with victory on the heights of Sedan the following November because Gorgas had filled that army with the strongest and the best of America's manhood and had then safeguarded and protected them from the ravages of disease. As William Crawford Gorgas had made possible the building of the Panama Canal, he likewise made possible the brilliant triumph of American arms on the western front. With Wilson and Pershing, Gorgas must take his place as one of the great leaders of that great conflict.

During the course of the war when millions of young men were passing in review before draft medical boards, some being rejected, others being advised of minor defects which could be remedied, and all of them impressed with the message of personal hygiene, General Gorgas said one day to one of his aides:

What an example it would be after this war in times of peace if we could get a voluntary system which would provide such an examination for all the citizens of our country once a year. A periodic health examination would be a wonderful means of keeping our people well.

Out of this dream of Gorgas, with its vision of a plan to add to the health power of the Nation, has come the Gorgas idea of better personal health through an annual check-up by the family doctor. In his name, and honoring his memory and achievements and medical genius, has been established the Gorgas Memorial Institute of Preventive and Tropical Medicine; a great organization dedicated to added research in tropical medicine, but also pledged to a tremendous educational campaign for better personal health.

Prevention of disease! Here is the keynote of Gorgas's life, and its application to problems of health in this day would account for a remarkable progress in life-saving. It is said that 50 per cent of the men and women in this country over 40 years of age will die within the next 15 years of preventable diseases—one-third of them from heart diseases, preventable if gotten at in their incipency; one-third of them of kidney disease, preventable if cared for in the early stages; one-third of them from cancer, also preventable if the cancer is discovered at the outset. It is estimated by health authorities that the annual health examination, with its early discovery of incipient dangers and its message of individual hygiene, as a means of prevention, would add from 5 to 10 years to the average life expectancy.

From the time of his great success in Habana and particularly after his world-famous achievement in Panama, General Gorgas was appealed to by nearly every disease-ridden country of the world to come and liberate it as he had liberated Habana and the Isthmus of Panama. From time to time when he could get away from his duties for a short period he obtained temporary leave of absence and went to Ecuador, Peru, Colombia, Brazil, Venezuela, South Africa, and other countries, ever fight-

ing disease, ever waging war on pestilence, ever laboring, ever serving suffering humanity. After his retirement from the Army at the age of 64, he was selected as chief of the Rockefeller Yellow Fever Foundation, and in that position, at the time of his death, he was working out the plans and laying the strategems to rid the entire world of the dread disease. In General Gorgas's life were mirrored the virtues of his great profession, the medical profession, that asks not whence its patient comes nor whither he goes; that knows not race nor class nor creed; that makes no demands and needs no assurances; that lets no call go unanswered from its door; that ministers to the sick, the diseased, and the suffering; that blesses them, eases their pain, soothes their sorrows, dries up their tears, and breathes hope into their despairing hearts.

General Gorgas was the whole world's physician. The debt the world owes him can never be computed. Diseases which he exterminated and which at the time were indigenous to a particular country or to the Tropics to-day with modern transportation, with modern lines of communication, with all the world neighbors, might well travel the globe and pile the corpses of their victims even to the ends of the earth. "The saviour of the Tropics" was to a degree beyond human ken the protector of the world.

On May 8, 1920, in company with his devoted wife and his official staff, General Gorgas set sail for London whence, at the invitation of the British Government, he was going to investigate yellow-fever conditions on the West Coast of Africa. He fell ill in London on May 30. Previously King George had made an appointment to see him at a subsequent date, and when the King learned of his illness he said, "If General Gorgas is too ill to come to the palace to see me, I shall go to the hospital to see him." The Sovereign of the British Empire visited the hospital and presented to the general the insignia of Knight Commander of the Most Distinguished Order of St. Michael and St. George. This was but one of the many honors and decorations that came to General Gorgas from the rulers and governments of many of the great nations of the earth in recognition of his services to the cause of humanity.

On the 4th day of July, 1920, in London, William Crawford Gorgas, tired and worn, peacefully and quietly slipped out of the company of living men and went home to the Great Physician. At the command of the King and by order of the British Government, a state funeral with full military honors was accorded him in St. Paul's Cathedral, London, the resting place of England's greatest naval and military heroes. It was one of the greatest and most impressive funerals in England in modern times. Representatives of the King and the royal family, the British cabinet ministers, leading statesmen, high officials and officers of the British Army and Navy, the diplomatic corps representing the great nations at the Court of St. James, and representatives of the leading medical and other scientific institutions attended and paid homage to the great man. Hundreds of thousands of people thronged the streets and with bared heads reverently attested their appreciation of him who had contributed so much to suffering humanity.

The great papers and periodicals of the British Empire voiced their tribute of appreciation and beautifully and eloquently told of General Gorgas and his work. As one said in describing his funeral:

And the other day he rode up Ludgate Hill, sleeping his last sleep on earth, wrapped in the Stars and Stripes. There were thousands of men and women and children standing still, there were hundreds of men in khaki passing by, there were ambassadors and other great people and the lonely woman who was on her way with her hero to conquer disease when death took him from her. And there was the riderless horse. All these came up Ludgate Hill, and as the sun poured down on this ancient way, our hearts and ears throbbing with the solemn music of the Dead March, we knew that we were looking on the passing of a man whose name would shine for ages in the history of our race. It seemed good that death should find him here, for so there came our opportunity to do a great man honor. He passed through the great door through which the sun streams into the nave of St. Paul's, and there he lay with Nelson and Wellington and all that mighty host who came this way and passed into the universe. They will take him to his own land, but in truth he belongs to us all. He was one of life's great helpers, for he cleaned up foul places and made them sweet, and now he belongs to the ages.

General Gorgas's body was brought back to his own country, where he was given its greatest honors and where they laid him to rest in Arlington, the Valhalla of America's heroic dead. There he sleeps on the slopes of the historic Potomac, beneath the folds of Old Glory, within the shadow of the Capitol of the Nation he loved and served so well. France has her Louis Pas-

teur, England has her Joseph Lister, and America has her William Crawford Gorgas. Patient and devoted man, servant of all peoples and of the most-high God, let his people, the American people, through their Government build a fitting memorial to him, a memorial that will carry on his great and beneficent work. "He served the human lot to raise and won a name that endless ages praise."

Mr. Speaker, as an additional part of my remarks on General Gorgas I insert in the Record the following concise biography of him, furnished me by the Gorgas Memorial Institute:

I. BIOGRAPHY OF WILLIAM CRAWFORD GORGAS

William Crawford Gorgas was born in Mobile, Ala., on October 3, 1854. He was the son of Gen. Josiah Gorgas, the chief of ordnance of the Southern Confederacy during the Civil War and later the president of the University of the South, at Sewanee, Tenn. His mother was Amelia (Gayle) Gorgas, daughter of Governor Gayle, of Alabama.

Gorgas was graduated from the University of the South with the degree of A. B. in 1875, and from Bellevue Hospital Medical College with the degree of M. D. in 1879. He entered the Medical Department of the United States Army on June 16, 1880, as first lieutenant, was advanced to captain in 1885, and to major in 1898.

In 1880 yellow fever was prevalent in Brownsville, Tex., in violent epidemic form. Conditions were bad beyond the power of words to portray to those who have no recollection of conditions in a yellow fever stricken city prior to 1880. The Government, as well as the people at large, had been appealed to.

Gorgas, with the rank of lieutenant, was sent to Fort Brown, near Brownsville, to assist in the medical care of the civilian population. There he first met Miss Marie Cook Doughty, who was seriously ill of yellow fever, and there he also contracted the disease. He married Miss Doughty in Cincinnati on September 15, 1885.

Later, Gorgas was in active service in Florida, in the West, in the Dakotas, and in the old Indian Territory. He accompanied the military expedition against Santiago in 1898. Fate, possibly with a purpose, visited his system with yellow fever in early life, thereby making him immune to the disease. Because of his practical knowledge of yellow fever transmission, he was appointed chief sanitary officer of Habana, which post he occupied from 1898 to 1902.

It was in 1900 that Gorgas was in close contact with the investigation into the cause of yellow fever that was being conducted in Habana by the Walter Reed board. The memorable discovery made by this board revealed the cause of the disease; but it was Gorgas who applied these principles and effected the eradication of yellow fever from Habana.

In 1904 Gorgas was appointed chief sanitary officer of the Panama Canal Zone, and in 1907 he was made a member of the Isthmian Canal Commission. In recognition of his work in Habana, his rank was increased to that of colonel by a special act of Congress in 1903, and he became assistant surgeon general of the United States Army. In 1915 Gorgas and his associates on the Isthmian Canal Commission received a vote of thanks from Congress for distinguished service rendered in connection with the construction of the Panama Canal. This is one of the few instances in history where sanitary achievement has been recognized by the State, since Hippocrates was awarded a civic crown by the citizens of Athens for averting a pestilence from that city. This reflects much credit on our National Legislature as well as on Gorgas, for republics are usually unappreciative of the quiet conquests of science.

In 1913 General Gorgas went to Rhodesia, South Africa, at the invitation of the Chamber of Mines, Johannesburg, to advise as to the best means of preventing pneumonia and malaria among the native mine workers. He was appointed Surgeon General of the United States Army with the rank of brigadier general, on January 16, 1914, and was promoted to major general in 1915. He served with great distinction as Surgeon General during the trying period of our participation in the World War, until his retirement, at the age of 65, on October 4, 1918.

He never lost his interest in world sanitation. While he was stationed in the Canal Zone, he visited Guayaquil, Ecuador, and mapped out a plan for the control of yellow fever in that disease-ridden district. In 1916 he was made chief of the special Yellow Fever Commission of the Rockefeller Foundation, and spent several months in South America making surveys and laying plans for the eradication of yellow fever from localities in which it still prevailed.

After his retirement as Surgeon General he immediately accepted the assignment to direct the yellow-fever work which had been undertaken by the International Health Board of the Rockefeller Foundation. On May 7, 1920, he sailed for England, en route to West Africa, where he was to investigate the yellow-fever situation. He fell ill in London on May 30, 1920, and died on July 4, 1920.

Mr. BYRNS. Mr. Chairman, I yield 20 minutes to the gentleman from Arizona [Mr. DOUGLAS].

Mr. DOUGLAS of Arizona. Mr. Chairman and members of the committee, during the closing days of the last session of this Congress the House considered what was known as the

Boulder Dam bill which authorized the construction of a great dam on the Colorado, an irrigation canal, and a million-horsepower plant, and among other things appropriated \$125,000,000 for their construction. When the bill was considered on the floor of the House there were two distinct schools of thought with respect to it. The proponents of the measure claimed that there had never been a project contemplated by the Federal Government which had been as adequately engineered as had been the Boulder Dam project; that the plans for its construction had been thoroughly considered and well worked out; that the dam when constructed was so designed as to be perfectly safe; that as a result of the development of power the project would be constructed at no cost whatsoever to the Government; that the project was necessary to protect the American water users against our neighbor country, Mexico.

There was another school of thought which held that the project had not been adequately engineered; that the plans of construction were unsafe; that there was manifestly great danger to the life and property of the inhabitants residing on the coastal plains below the dam; that the dam itself was not predicated upon a factor of safety adequate and sufficient for such a structure of such unprecedented height and size; that therefore the dam could not be constructed within the estimate of the Reclamation Service upon which the appropriation authorized in the act was predicated; that the Federal Government could not be reimbursed for the expenditure involved in the construction of the project; and, finally, that the construction and operation of the dam would result in making available for use in Mexico an amount of water greatly in excess of the amount now available in Mexico. As a result of the attack that was made upon the bill in the House and in the Senate by the distinguished Senator from Utah, there was authorized during the closing hours of the session a special board of engineers appointed by the Secretary of the Interior, with the approval of the President, to investigate the engineering and economic feasibility of the proposed project and to report. That board was not authorized to investigate the Colorado River. It was authorized to investigate two sites, one 18 miles from the other, and both similar with respect to topographic features. It could not under the terms of the authority under which it was acting go outside of those two sites, and so its investigation was restricted to the economic and engineering feasibility of the project as authorized in the bill (H. R. 5773) which provides for the construction of a dam at Black Canyon or Boulder Canyon on the Colorado River.

The report of that board is now at hand, and it is interesting to compare the findings of that board with the arguments which were made against the bill. In the first place the board finds that the plans for the construction of the project are unsafe; that the diversion of but 100,000 second-feet of water involves an unnecessary hazard to those living in towns and valleys below the dam; that the diversion must be increased to 200,000 second-feet; that the plans for the temporary coffer dams must be modified. It finds that the factor of safety for the dam was predicated upon unconservative engineering, and that for a structure of this size the dam should be so designed as to provide for the maximum stresses which have proven to be safe in conservative engineering. It finds that as a result of the modifications which it suggests the dam can be built. I do not know that anyone in the House ever claimed that the dam could not be built. The opponents maintained that it could not be built within the then estimate of cost. With these modifications in plans and design which have been very briefly enumerated the finding of the board is that the dam can be built but at a cost of \$70,600,000 as compared with the estimate, upon which the bill was predicated, of \$41,500,000, or that the dam when constructed will cost at least 70 per cent in excess of the estimate and that the entire project will cost between \$165,000,000 and \$176,000,000 as compared with \$125,000,000, which is the estimate of the Reclamation Service. The board then proceeds in its report to an investigation of the flow of the stream, because the flow of the stream has a decided bearing on the power output. It finds that 550,000 horsepower can not be produced continuously at Boulder or Black Canyon. I say Black Canyon, because the board preferred Black Canyon to Boulder, as did the engineers of the Reclamation Service. It finds that the power production at Black Canyon will at times fall to below 50 per cent of the estimated amount. It finds that, assuming an income of a million and a half dollars from the sale of stored water—and the board does not state that that income can or can not be derived; it merely quotes the figures of the Secretary of the Interior—it finds that, assuming that income from the sale of stored water, the Federal Government can not be

reimbursed for its expenditures on the construction of the project.

With reference to the million-and-a-half-dollar figure being the assumed revenue from the sale of stored water, inasmuch as every estimate of cost has been low; that is, every estimated cost by the Reclamation Service; and inasmuch as every estimate of income by the Reclamation Service has been exorbitantly high, it is reasonable to conclude that the million-and-a-half-dollar estimate of income from stored water, as cited or as estimated by the Reclamation Service, by the Secretary of the Interior, is likewise high. The board finds that if the all-American canal, which it estimates will cost thirty-eight and a half million, as against the Reclamation Service estimate of thirty and a half million, is made nonreimbursable, or if the capital investment is reduced by that amount; that if, in addition, the capital investment is reduced by the amount which is to be chargeable to the cost of flood control, and which at Boulder or Black Canyon at a minimum will be \$40,000,000; and that if revenue from the sale of stored water can be derived in excess of the estimates of the Reclamation Service, or \$1,500,000 annually, then, in the words of the board, "it would be possible to amortize the remaining cost with the income from power."

Mr. O'CONNELL. Mr. Chairman, will the gentleman yield?

Mr. DOUGLAS of Arizona. Yes.

Mr. O'CONNELL. Was this a board of Army engineers? What was the personnel of the board?

Mr. DOUGLAS of Arizona. It was composed of General Seibert, an Army engineer; Mr. Ridgway, water engineer, city of New York; two professors by the name of Mead, from the University of Wisconsin; and one professor of geology, from Columbia University.

The board does not state, even with all these assumptions, and even with outright appropriations made nonreimbursable in the minimum amount of seventy-eight and a half million dollars—the board does not conclude that the balance, or, roughly, \$90,000,000, can be paid back to the Federal Government from the sale of water and power. The analysis, the last conclusion of the board—

Mr. MORTON D. HULL. Does it make any recommendation on that subject?

Mr. DOUGLAS of Arizona. It does not. Its conclusion is definite and categorical that the cost can not be paid for from the sale of water and power.

Then it goes on to its final conclusion, in which it says, in effect, that if there are outright appropriations in the minimum amount of \$78,500,000, made nonreimbursable; that if there can be derived a revenue in excess of one and one-half million dollars from the sale of stored water, then—these are the words of the engineers themselves—"it would be possible to amortize the remaining cost with the income from power." But the board does not state positively that the remaining cost can be amortized.

Mr. HUDSON. Mr. Chairman, will the gentleman yield?

Mr. DOUGLAS of Arizona. Yes.

Mr. HUDSON. Does not the gentleman think that the question of flood protection of the lands below should be considered and that the expense should be charged?

Mr. DOUGLAS of Arizona. I will come to that.

Mr. HUDSON. When you speak of the sale of water, do you mean the sale of a million and a half to the city of Los Angeles?

Mr. DOUGLAS of Arizona. Yes; stored water. The amount which the city of Los Angeles has estimated for a period of some years is 300 second-feet of water, the equivalent of 219,000 acre-feet of water. For the storage of that amount it will be compelled to pay in excess of \$7 an acre-foot. Delivered in Los Angeles the water will cost in excess of \$100 an acre-foot of water.

Mr. COLE of Iowa. Mr. Chairman, will the gentleman yield for a question?

Mr. DOUGLAS of Arizona. Certainly.

Mr. COLE of Iowa. Do you think it is expected that the money will ever be paid back to the Government?

Mr. DOUGLAS of Arizona. In reply to the question of the gentleman from Iowa, I will say that I can hold no brief for the expectations of the proponents, one way or the other.

Mr. COLE of Iowa. Has it not been customary to charge off these expenditures finally?

Mr. DOUGLAS of Arizona. Does the gentleman refer to irrigation projects?

Mr. COLE of Iowa. Yes.

Mr. DOUGLAS of Arizona. Some of the projects have been successful.

Mr. COLE of Iowa. What percentage of them have been?

Mr. DOUGLAS of Arizona. I can not say. There are so many of them. But there are two that have been eminently successful.

Mr. COLTON. Mr. Chairman, will the gentleman yield?

Mr. DOUGLAS of Arizona. Yes.

Mr. COLTON. Out of a total of over \$140,000,000 there has been less than \$28,000,000 charged off.

Mr. COLE of Iowa. Are not some of the other projects insolvent, and will they not have to be charged off later?

Mr. DOUGLAS of Arizona. Yes. I have not the figures here, but the deficit in water revenues as of last year was, as I recall the figures, over \$5,000,000. With reference to Mexico, the board finds that the construction and operation of the Black Canyon project will make available for her use water greatly in excess of the amount now available. When it is considered that flood control and the storage of 10,000,000 acre-feet of water can be given to those who reside near the Colorado River, at a cost of not to exceed \$30,000,000, as compared with all the indeterminables, financial hazards, and large appropriations, between \$165,000,000 and \$176,000,000, for the Black Canyon project, it hardly seems to be the course of wisdom to authorize a project involving nonreimbursable items of \$78,500,000, and great hazards as to the reimbursability of the remaining \$90,000,000 to \$100,000,000, when every objective, except that of developing power, can be obtained through the expenditure of a maximum of \$26,000,000.

In addition, this should be pointed out, that if the million and a half dollars' revenue from the sale of stored water is, in fact, obtainable if Boulder Dam or Black Canyon Dam is to be constructed, then the same amount of revenue from the sale of stored water can be derived from the construction of a storage dam at any other site, and that the million and one-half dollars, if applied to the amortization of a \$26,000,000 or even a \$30,000,000 ten-million acre-foot storage dam at a site other than Black Canyon, will amortize its cost completely in less than 50 years. With these facts in view, the only excuse which can be ascribed to proceeding with the Black Canyon project is that of constructing a federally owned power dam and plant.

And so, finally, as a result of the report of the special board of engineers, we find the Boulder Canyon or the Black Canyon project, as it should now properly be called, revealed in its true light, blackly outlined and silhouetted as a great, gigantic power project, three times larger than any project which has ever before been constructed. Unsafe as originally planned, unsound in its economics, of benefit to Mexico to the corresponding disadvantage of the United States, and, in short, vulnerable to every argument raised against it. [Applause.]

The CHAIRMAN. The time of the gentleman from Arizona has expired.

Mr. WOOD. Mr. Chairman and gentlemen of the committee: I will, as briefly as I can, point out some of the salient features of the Post Office and Treasury appropriations, both being combined in the measure that is now being considered and which we will commence reading, I hope, to-morrow.

The amount recommended in the bill for 1930 for both departments is \$1,116,675,389. This is an increase over the appropriation made for the same purposes in 1929 of \$20,245,806, and it is a reduction of \$2,737,370 as compared with the recommendations made by the Budget. We have set out a detailed tabulation, which will be found at the end of the report accompanying the bill, showing each appropriation for the fiscal year 1929, the Budget estimates for the fiscal year 1930, the amounts recommended in the bill for 1930, and the increase or decrease in each item of appropriation and estimate as compared with the amount recommended in the bill.

In connection with the amounts printed in the column of 1929 appropriations, it should be borne in mind that those sums are composed of the 1929 appropriations carried in the regular annual appropriation act and in addition thereto the sums for the fiscal year appropriated in deficiency acts for purposes for which amounts are customarily carried in the regular bill.

TREASURY DEPARTMENT

The various activities of the Treasury Department are supported and conducted under two classes of appropriations—(1) the regular annual appropriations which are carried in the bills which come before Congress for consideration, and (2) the permanent annual specific and indefinite appropriations.

The following table shows the total appropriations for the Treasury Department, permanent and regular annual, for the fiscal year 1929, the estimates for the fiscal year 1930, the amounts recommended for 1930, and the increases and decreases:

	Appropriations for 1929	Budget estimates for 1930	Amounts recommended for 1930	Increase (+) or decrease (-), compared with appropriations for 1929	Increase (+) or decrease (-), com- pared with Budget esti- mates for 1930
Regular annual appropriations.....	\$322,204,541.00	\$303,423,434.00	\$303,459,664.00	-\$18,744,877.00	+\$36,230.00
Permanent and indefinite appropriations.....	1,241,173,444.56	1,219,342,810.82	1,219,342,810.82	-21,830,633.74	-----
Total.....	1,563,377,985.56	1,522,766,244.82	1,522,802,474.82	-40,575,510.74	+36,230.00

The total reduction in the permanent appropriations for the Treasury Department under the amounts for such purposes for the fiscal year 1929 is estimated at \$21,830,633.74. This net reduction is brought about by a number of increases and decreases in the component items of permanent appropriations but is mainly caused by the changes in two amounts, namely, the appropriation for the sinking fund for retirement of the public debt and the appropriation for payment of interest on the public debt. While there is an estimated automatic increase in the sinking fund item from \$370,153,407.56 to \$379,524,129.02, or the sum of \$9,370,721.46, this is a favorable condition due to the addition to the sinking fund of an increment representing the amount of interest saved by retirements of principal through operation of the sinking fund. There is a very wholesome reduction in the amount of interest on the debt to be payable during the fiscal year 1930 as compared with 1929, the estimated figures indicating a reduction from \$675,000,000 to \$640,000,000, or by \$35,000,000. This decrease is made possible by the steady and aggressive policy of debt reduction which has been taking place.

The amount directly considered by the committee in making its recommendations in connection with this bill is the aggregate of the estimates of the regular annual appropriations for the Treasury Department customarily submitted for action by Congress. That sum is \$303,423,434.

The amount recommended to be appropriated in this bill for the Treasury Department for the fiscal year 1930 is \$303,459,664. The amount of the appropriations for the fiscal year 1929 on a comparable basis to this figure is \$322,204,541.

The amount recommended in the bill compared with the amount of the Budget estimates, and the amount of the 1929 appropriations, shows the following differences:

The bill is \$36,230 in excess of the Budget estimates for the fiscal year 1930; and it is \$18,744,877 less than the stated appropriations for the fiscal year 1929. In connection with this reduction under the appropriations for 1929 there should be taken into consideration several very large items of increase or decrease which may cause an erroneous impression of the decrease if they are unexplained. The bill for 1929 shows an increase for the Treasury Department due to the act of May 28, 1928, amending the classification act of approximately \$5,185,000, there is included in the increase under the customs service the sum of \$936,500 due to the Bacharach Act, and an increase under the Coast Guard of \$666,000 in connection with the vessel replacement program.

On the decrease side, comparing 1929 with the pending bill, there is a decrease from \$9,680,000 to \$5,000,000 in the item for the acquisition of the "triangle" properties in the District of Columbia, the elimination of an item included only for 1929 in the sum of \$8,000,000 for the acquisition of a building in New York City for the appraisers' stores of the customs service, and the sum eliminated from public buildings appropriations due to the transfer of appropriations for the initiation of new projects under the program from this bill to a later deficiency bill. The 1929 appropriations as stated in this report must necessarily be augmented at this session to care for the increases under the amended classification act and the Bacharach bill and the appropriations for 1930 for the Treasury Department will also be augmented at this session in a deficiency bill to cover new public buildings projects not yet initiated.

When these factors are taken into consideration, the bill as presented shows a normal net increase of less than \$1,000,000 distributed over several of the bureaus and offices of the department and explained in more detail hereafter.

Increases over the fiscal year 1929 are shown in most of the appropriations under the Treasury Department where salaries are involved under the classification act of 1923, as amended by the act of May 28, 1928. The total of such increases in the bill under the Treasury Department involve \$5,183,568. Such increases are reflected and included in the appropriations in the pending bill even though they may not show as a positive increase over the 1929 appropriations.

Increases of \$500 each in the compensation of the commissioner of accounts and deposits, the commissioner of the public debt, the Treasurer of the United States, the Director of the Mint, and the Acting Supervising Architect, as estimated for the fiscal year 1930, have been eliminated. The estimates also included increases from \$10,000 to \$12,000 each in the compensation of the Director of the Bureau of the Budget and the Undersecretary of the Treasury and these have also been refused. These latter two increases were involved in a general proposal in the Budget involving the same increases in three other positions—namely, the Solicitor General, the Undersecretary of State, and the Comptroller General—which fall within the jurisdiction of other appropriation bills to be presented later. The denial in this bill of the two increases is the result of general committee action after consideration of all five recommendations. Under the act of May 28, 1928, amending the classification act of 1923, and the decision of the Comptroller General assistant heads of departments whose compensation was fixed under the classification act of 1923 at \$7,500 are being compensated at \$9,000 per annum. The five officials whose salaries are estimated in the Budget for increases of \$2,000 each did not benefit under the provisions of the act of May 28, 1928.

Right here, gentlemen, I wish to say that the so-called Welch Act is a monstrosity, absolutely impracticable, and has failed entirely to carry out the purposes for which this Congress believed it to be enacted.

Mr. O'CONNELL. Will the gentleman yield?

Mr. WOOD. Yes.

Mr. O'CONNELL. As a matter of fact, did it not increase the higher-paid officers and fail to compensate, in a larger measure, those in the lower brackets?

Mr. WOOD. That is correct. When that bill was pending before this House the Members believed that its purpose was to increase the wages of the lower-paid employees, but, as it turns out, instead of it making a substantial increase in the salaries of the lower-paid employees it gives them a pittance of an increase, amounting to about 5 per cent. The salaries of the gentlemen in the higher grades, \$7,500 and in that neighborhood, were increased from 20 to 25 per cent, and through the interpretation made by the Comptroller General of the United States two of the grades from which some of them were advanced under the discretion of the department heads have been entirely vacated. In some cases they went up two grades, and in consequence many who were receiving \$7,500 under the operation of the Welch Act and the decision of the Comptroller General of the United States have been advanced at one jump to \$9,000 a year.

Mr. O'CONNELL. In other words, the average increase of those in the lower brackets runs from \$60 to \$120?

Mr. WOOD. Yes; or about 5 to 10 per cent.

Mr. GARRETT of Tennessee. Will the gentleman yield?

Mr. WOOD. Yes.

Mr. GARRETT of Tennessee. My recollection is that the gentleman from Virginia [Mr. Woodrum] in the discussion of that bill took the position that the very condition which the gentleman now describes would prevail, yet somehow or other his construction of the act was not agreed to by the House; but the things which the gentleman from Virginia pointed out at that time would take place have taken place.

Mr. WOOD. Yes; the prophecy made by the gentleman from Virginia at that time has proven true and it should impress upon the Members of the House how little we can depend upon those who are enthusiastically behind one of these measures, that is, with reference to its practical effect when it is put into force. I dare say there were not 15 men in the House who had any conception of what the practical effect of that bill would be, and we are in this dilemma now, that we have different branches of the Government making different interpretations of it.

We have the Personnel Classification Board whose business it is to study and apply as a result of their studies the alloca-

tion of the positions under the act; and then on the other hand, we have the Comptroller General of the United States, without even an application being made to him, rendering a decision by which he has given an entirely different interpretation and one which increases the pay of the persons in the higher grades approximately \$2,000,000 a year. I warrant you that there are not 15 men in this House who will read that act to-day and agree with such an interpretation.

Mr. LAGUARDIA. Will the gentleman yield?

Mr. WOOD. I yield.

Mr. LAGUARDIA. Was not that bill passed under a suspension of the rules, which in itself prevented the offering of safeguarding amendments?

Mr. WOOD. Yes; that is correct, and I will tell the gentleman another thing that was done. The bill was passed, as I recall, on the 28th of May. The Bacharach bill was passed on the 29th of May, and we are now presented with a situation where the Bacharach Act, which was meant to apply to the customs service of this country covers a certain portion of the employees of that service and the Welch bill is applied to another portion of them.

Mr. O'CONNELL. Will the gentleman yield?

Mr. WOOD. Yes.

Mr. O'CONNELL. We have the right to modify or change that?

Mr. WOOD. Absolutely, and the best thing that could happen in the interest of good government and in the interest of maintaining the morale of the employees of the United States would be to repeal this act.

Mr. O'CONNELL. The morale is very badly shaken now. I have many instances of that.

Mr. WOOD. There is no doubt about that and it is perhaps more serious than any of us comprehend.

BUREAU OF CUSTOMS

The amount for the collection of customs is increased from \$19,483,560 to \$21,415,000, or by \$1,931,440. Of this sum \$1,468,912 is brought about by increases in compensation of employees under the provisions of two acts passed at the last session—the act of May 28, 1928 (Welch Act), and the act of May 29, 1928 (Bacharach Act). Subdividing this sum, \$926,489 is due to the Bacharach Act covering approximately 60 per cent of the force and \$542,423 is due to the Welch Act affecting 40 per cent. The remainder of the increase covers \$3,360 on account of reallocations of positions in the Washington Bureau, \$329,390 to provide four additional employees in Washington and 150 additional employees in the field, and \$129,778 of increase very largely accounted for by cartage at New York in connection with the new appraisers' stores. The general increase in force is specifically accounted for in detail to the committee but in the main is created by the increase in customs business, the maintenance of 24-hour inspection service at a number of new international bridges and highways, and the opening of new airports of entry.

PUBLIC DEBT SERVICE

The public debt service shows an apparent increase of \$20,000. The real situation, eliminating the increases in compensation, is a decrease of \$126,500. The amended classification act granted increases in compensation under this service involving \$146,500. Due to decreases in the public debt and the completion of refunding operations in certain of the public-debt issues there is a decrease in personnel for 1930 and a decrease in other operating expenses of \$126,500, which sum comes within \$20,000 of offsetting the automatic salary increases.

The appropriation for distinctive paper for United States securities is decreased from \$1,175,000 to \$1,000,000 due to a reduction in the number of pounds of paper to be purchased and reflected in this appropriation by the project for the reduction in the size of the paper money.

Mr. SNELL. Will the gentleman yield for a question right there?

Mr. WOOD. Yes.

Mr. SNELL. In round numbers, what is the total increase of the pay of the Customs Service for the coming year from both bills?

Mr. WOOD. The total increase from both is about \$1,500,000 in round numbers.

Mr. SNELL. You appropriate that much more than was appropriated for the fiscal year 1929 for pay in the Customs Service?

Mr. WOOD. That is right.

Mr. SNELL. To what extent does that carry out the provisions of the Bacharach bill as they were understood at the time it was passed by the House?

Mr. WOOD. It is carrying out the Bacharach bill to this extent. It provides an increase that places them at the mini-

mum rates of the Bacharach Act. It does not step them up one step as they want to be by reason of this appropriation bill, and the reason that is not done is because this is what would occur if it was done: If we make an appropriation, which would amount to some three hundred and odd thousand dollars, for the purpose of making that step, it would only apply to those who are now receiving their advance under the Bacharach Act, or 60 per cent of the customs employees. The other 40 per cent would not have the benefit of it for the reason that there has been no survey completed of the field service either under the customs service or under the field service to which the Welch Act applies. That is now being done by the Personnel Classification Board, so that if this increase of \$300,000 for the benefit of the 60 per cent was allowed, it would be an unjust discrimination against the 40 per cent who could not receive it.

Mr. SNELL. Will the gentleman yield further?

Mr. WOOD. Yes.

Mr. SNELL. When we passed that bill I was specially interested in it, and I thought we had done something that was going to fix up the customs service pretty well for a reasonable length of time. I think it was the intention of the House to cover the entire customs service. I do not yet quite understand why it applies to 60 per cent, and if we went on and made the appropriations in accordance with the provisions of that bill there would be 40 per cent entirely left out who would not receive any benefits from it.

Mr. WOOD. I might at this point make a further explanation of that.

Mr. SNELL. I think that ought to be made plain to the House, because the customs employees are very much disappointed with the provisions of this bill.

Mr. WOOD. I have here a statement which I had prepared on that very proposition.

Mr. SNELL. I think it would be well if that statement was made for the RECORD.

Mr. WOOD. Under the appropriations made in the bill for the customs service there are two amounts to carry out two acts of the last session for increase in salaries. The Bacharach Act passed May 29, 1928, and the Welch Act passed May 28, 1928, both applied to the customs forces. There are about 8,500 persons in the organization. The Bacharach Act covered about 60 per cent of the force and the amount in the bill for that is \$926,489.

Mr. SNELL. Will the gentleman yield right there?

Mr. WOOD. Yes.

Mr. SNELL. Why was it that the bill only applied to about 60 per cent of the whole force?

Mr. WOOD. The Bacharach Act specified just certain classes of employees in the customs service. It did not cover them all.

Mr. SNELL. The Welch Act applied to all field forces of all services?

Mr. WOOD. Yes.

Mr. SNELL. And if the Bacharach bill had applied to just the customs service, the ones in the field service of the customs service would get more pay than anybody else, is that correct?

Mr. WOOD. No. If the gentleman will allow me to proceed with this statement, I think it will explain it more clearly.

The Welch Act affected the other 40 per cent and there is in the bill on that account \$542,423. These two sums aggregate \$1,468,912 necessarily carried in this bill on account of the legislation at the last session. The average increase to employees under the Bacharach Act is about \$4 per employee per year less than the average under Welch Act. The Bacharach Act applied to five grades of employees—namely, (1) laborers, (2) verifiers, openers, and packers, (3) clerks, (4) inspectors, and (5) guards. The act established minimum and maximum ranges of pay for the different classes of employees, with separate ranges of pay for the inspectors and the station inspectors. In placing the Bacharach Act in effect for the fiscal year 1929 it was necessary to do so before a supplemental appropriation could be provided, as the act was approved on the day that Congress adjourned. The department felt that the increases should commence on July 1, as the act provided, but that they could not under the comptroller's ruling, incur a deficiency in an amount greater than was necessary to place the employees at the minimum rates provided for the several grades. The effect of that action will be to necessitate a deficiency appropriation for 1929 of \$900,000, and in the Budget for 1930 the salaries are recommended at the rates in effect for 1929.

There has been some agitation to have an additional appropriation inserted in this bill of approximately \$320,000 to provide an increase of one step in the grade for each employee falling under the Bacharach Act. The subcommittee went into the matter, hearing a representative of the customs employees'

organization, the Director of Customs, and a representative of the Budget Bureau, and declined to take favorable action.

There are several reasons for a refusal to do so. The Welch Act provided for a general survey for all of the field employees of the United States outside of the Postal Service, the Foreign Service, and certain wage board groups of employees, and directed a report to be made to Congress covering schedules of employment and rates of pay for all field employees. All customs employees are included in this survey and should be treated as all other employees of the Government are treated.

Also, there is not included in the Budget for any of the other employees of the Government under the Welch Act any general increase in compensation over and above those granted during 1929 under the Welch Act. If this \$320,000 should be inserted in the bill to cover 60 per cent of the customs employees they would not only receive preferential treatment over the other 40 per cent of the employees in that service who are under the Welch Act, but would also receive preferential treatment over all the other employees of the Government who are under the classification act and who are involved in this survey.

The committee felt that, under the circumstances, the customs employees under the Bacharach Act should not be singled out for special consideration. One further fact should be borne in mind in connection with any suggestion of increasing salaries at this session of Congress. The situation of the Treasury for this fiscal year shows a dangerously narrow margin of receipts above a deficit, and 1930 is not much better. With the Treasury in this condition and with employees just having received increases in this current fiscal year totaling in the neighborhood of \$20,000,000, it hardly seems that salary increases of this preferential character should be indulged in at this time.

Mr. SNELL. Now, one further question. I would like to be able to explain this to the man who asks me about it. What better position will we be in next year with these two acts overlapping each other than we are at the present time?

Mr. WOOD. If the Welch bill still obtains, which I hope it will not, unless it is very materially amended, this service to which the Welch bill applies will have been amended and we can act intelligently and make it apply without discrimination of one class over another.

Mr. SNELL. To a certain extent did we not discriminate when we passed the Bacharach Act applying to the customs service?

Mr. WOOD. In a measure that is true, but as a general proposition it is not true, for the Bacharach Act applied to part of the customs service, and the Welch bill applied to that and other services, the purpose being to equalize the wage.

Mr. SNELL. The result is that while we promised the men in the customs service an increase—

Mr. WOOD. We have given it to them. We have given them a million dollars. We raised them to the minimum provided in the Bacharach Act.

Mr. SNELL. The gentleman says that they get \$1,000,000 increase in 1930 over 1929. Does it apply to the entire service or only to the 60 per cent?

Mr. WOOD. The increase for the customs service under both acts cost \$1,468,912. Of that, \$926,000 is on account of the Bacharach Act for the 60 per cent and the rest is on account of the Welch Act for 40 per cent of them.

FEDERAL FARM LOAN BUREAU

The appropriations for the Federal Farm Loan Bureau, which are reimbursable by the farm-loan banks, are increased in the sum of \$106,799. This sum is practically wholly accounted for by the reorganization which has been taking place and with which the committee has been familiar. The added sum, while an apparent increase over the appropriation for 1929, represents only a slight increase over the annual cost of the organization of the board as it at present exists, the additional cost for 1929 to be the subject of a supplemental appropriation for the remainder of this year. The board has supervision of more than 4,750 financial organizations, of which more than 75 are banks, with total resources of more than \$2,100,000,000, and the proper supervision, examination, and contact with these institutions by the agency which Congress has provided for that purpose is extremely important. The progress of the reorganization work is gratifying and the committee is of the opinion that the means being placed at the board's disposal through appropriations will result in better control and administration of the system.

OFFICE OF TREASURER OF UNITED STATES

Aside from the increases due to the amended classification act, there are no changes in the office except the recommended elimination by the committee of one of the two positions of

Assistant Treasurer at \$6,000. This position is now vacant and the committee is of the opinion that the work of the office can be handled adequately with one Assistant Treasurer.

BUREAU OF INTERNAL REVENUE

The appropriation for the bureau under the Budget estimates was increased from \$32,667,750 to \$34,703,870, or by \$2,036,120, all of which is due to the amended classification act, divided into \$654,640 for the departmental force in Washington and \$1,381,480 for the field force. The committee has recommended an appropriation of \$34,500,000 which is \$203,870 less than the amount recommended. While this decrease may present some problems of administration, the committee is of the opinion that with the improved condition in the work of the bureau it will be possible during the next fiscal year to effect further administrative decreases. The reductions which have taken place in bureau expenses and organization through the past two or three years have been considerable and evidence a desire to cooperate with Congress in bringing the organization to as compact a basis as the disposal of the audit would permit. For the period covered by the fiscal years 1926, 1927, and 1928, the force has been reduced 2,663 employees with annual salaries totaling \$3,473,389, making a total reduction in the bureau's appropriations since the close of the fiscal year 1926 of \$4,354,110.

The amount recommended for refund of internal-revenue taxes illegally or erroneously collected is recommended at the same amount for the current year, \$130,000,000. The committee is advised, however, that the sum both for the current and ensuing fiscal years will be insufficient due to court decisions and other factors involving refunds which are impossible to foresee or estimate. Any deficiencies therefore for either year will have to be provided later at dates when more accurate estimates of the probable needs can be made, but early enough, however, to prevent involving the Government in the payment of extra interest on account of delayed payments.

The committee in the past has kept the House advised as to the relationship of the collection of back taxes to the payment of refunds of taxes where overcollections have been made. The situation down to date shows that since 1917 we have collected in back taxes \$4,061,000,000 and have refunded approximately \$975,000,000.

BUREAU OF PROHIBITION

The appropriation for the Bureau of Prohibition is increased from \$12,729,140 to \$13,500,000, or by the sum of \$770,860. The additional amount required by the bureau for increases in compensation to cover the cost of administering the amended classification act is \$777,164 so that the increase granted practically covers the cost of the added burden on the bureau. The Budget recommendation was for \$13,400,000, which would have involved a reduction in the appropriation, aside from the salary increases, of approximately \$106,000. The committee did not concur in this suggested decrease and has restored the sum of \$100,000, leaving the appropriations for 1930 to stand at the 1929 figure plus the additional amount necessary on account of the classification act. In connection with narcotic enforcement the suggested proviso to permit the use as a revolving fund of the moneys expended for purchases of drugs in order to make seizures is approved and such funds during the next fiscal year, when recovered in connection with arrests, will be redeposited to the appropriation and again used for purchase purposes instead of being covered into the Treasury as miscellaneous receipts.

COAST GUARD

The appropriations for the Coast Guard are increased from \$28,902,570 to \$29,670,171, or by \$767,601. The net increase is made up almost entirely by the additional funds on account of the vessel-building program authorized in 1926. With the funds provided in this bill, appropriations will have been provided for the completion of eight new cutters and funds granted for commencing work on the ninth. As the authorizing act provided for 10 new boats, there will remain one additional cutter to be taken up at a later date. The additional amount provided in this bill on account of the building program is \$666,000. A number of increases are provided in the operating expenses of the service. The item for pay and allowances is increased \$16,600 over the current year, but that is not indicative of the changes in organization operating under the entire appropriation of \$19,000,000. The sum provides for 336 commissioned officers, 65 temporary officers, 105 cadets, 63 chief warrant officers, 863 warrant officers, 10,845 enlisted men, and 836 on the retired list. Compared with the personnel appropriated for the current year, the organization shows an increase of 24 commissioned officers, 11 warrant officers, 57 enlisted men, and 18 on the retired list, and a decrease of 50 temporary officers and 4 chief warrant officers. Two new vessels are to be placed in commission and one old cutter and one destroyer decommis-

sioned. One new Coast Guard station also goes into commission. The changes in personnel involved in the commissioning of the new vessels and the new station account for the increased enlisted personnel. The changes in commissioned personnel are due to the inability to secure temporary commissioned officers, and while there is an increase of 24 in the number of regular commissioned officers, the number provided is still below the total number allowed by law.

In connection with the item for pay and allowances, provision is also made for the use of not to exceed \$6,000 for the payment to crews for excellence in gunnery, target practice, and engineering competitions.

Other increases in operating expenses provide additional funds for vessel repairs and outfitting of boats and stations and additional funds for renewal of cable ends on the New England and New Jersey coasts.

BUREAU OF ENGRAVING AND PRINTING

The total appropriation for the bureau is increased from \$6,207,795 to \$6,376,260, or \$168,465. There is, however, included in the 1930 figure the sum of \$370,728 for carrying out the increases under the amended classification act. Eliminating this figure from consideration, the appropriations for the bureau show a net decrease of \$202,263, which is due to the new note program. The committee has been advised that the new currency will be placed in circulation in July, 1929. Combining the decrease under the Bureau of Engraving with the decrease under the item for distinctive paper of \$175,000, this bill will show a reduction for 1930 on account of the new notes of \$377,263. The estimated annual saving, including all operations for all branches of the Government connected with the paper-currency program, is approximately \$2,000,000, leaving out of consideration the added burden recently placed on the cost by the enactment of the amended classification act.

PUBLIC HEALTH SERVICE

With the exception of increases in compensation granted under the amended classification act and automatic increases for commissioned personnel under existing law, the appropriations for the Public Health Service present very few increases, and such as are recommended are of a minor character with one or two exceptions. For the current fiscal year an appropriation of \$347,000 was made for rural sanitation work to carry on cooperative health organization and rehabilitation work in 87 counties in the area of the South affected by the Mississippi River flood in conjunction with the States and the Rockefeller Foundation. The committee was advised that while there was some diminution in the Federal assistance required to carry on the work, the amount of the Budget estimate of \$85,000 would be insufficient to do the Government's share and insure the success of the task that had been undertaken. The committee has therefore increased the amount of the Budget estimate by \$130,500, bringing the total to \$215,500, but is not able to assure the House at this time as to whether that sum will complete the work in those counties. Many of them were severely impaired financially by the flood and unless the Federal and other cooperative assistance is provided until they are able to take over their own health organization, a large part of the work thus far done may be lost.

In connection with marine relief the committee has recommended an increase of \$26,600 over the Budget allotment in order to provide relief stations at Port Newark, N. J., and Gary and Indiana Harbor, Ind., all points at present without such stations and where it is believed by the Public Health Service that the increase in the amount of shipping business justifies the installation of facilities to furnish the aid to seamen which the law provides.

BUREAU OF THE MINT

Under the Budget estimates there was recommended the elimination of the mint at Carson City, Nev., now functioning only as an assay office. The committee concurs in this recommendation and has also eliminated from the bill provision for the assay office at Salt Lake City, Utah. The committee is of the opinion, heretofore presented to the House, that in view of the small amount of business done at these offices and the proximity of other Federal offices where the work may be performed without any undue hardship that both should be abolished. The total amount is not large, involving approximately \$6,500 for Carson City and \$4,500 for Salt Lake City.

A consolidation is recommended of all appropriations for the operation of mints and assay offices into one fund, which will provide easier administration. Eliminating the added amount on account of increases on account of the classification act, there is a decrease of \$10,940 on account of the two offices and \$16,240 resulting from a consolidation of the appropriations.

PUBLIC BUILDINGS

The total appropriations under the jurisdiction of the Supervising Architect's Office shows an apparent decrease from \$70,456,823 to \$45,737,870, or in the sum of \$24,718,953. A number of large increases and decreases enter into this net amount. The largest single item of appropriation is that for continuation of the building program, for which the sum of \$23,040,000 is included. This shows an apparent decrease of \$21,529,000 under corresponding appropriations for 1929. There was included in the 1929 appropriations an appropriation of \$8,000,000 for the purchase of a building in New York for the appraisers' stores. There is not included in this bill any provision for new building projects not heretofore initiated under the existing program. Eliminating these two items from consideration the amount for 1930 is practically the same as for 1929. It is anticipated that sums for new projects aggregating approximately \$12,000,000 in initial appropriations will be submitted later at this session for action after the Treasury and Post Office Departments have completed the data upon which to base their recommendations for new projects. With the sum included in this bill and the amount to be presented later the total amount for carrying on building construction to be presented for consideration at this session will approximate \$35,000,000 and this sum will be practically the same as the amount appropriated at the last session for similar purposes.

Aside from increases included on account of the amended classification act, the other changes under the architect's office include additional sums for minor remodeling of existing buildings to gain additional emergent space, additional rentals of temporary quarters pending the construction or remodeling of buildings under the construction program, additional funds for repairs to buildings, and additional personnel to maintain and operate new buildings estimated to come into commission during the next fiscal year. A decrease in operating supplies for public buildings is effected due to decreases in the price of coal.

In appropriating the sum of \$23,040,000 for new construction the committee has concurred in the recommendations of the Treasury Department and the Budget in the method to be pursued as to the buildings already authorized and which have an initial appropriation available. There is included in the bill a lump sum of \$23,040,000, which is applicable to all of the 137 enumerated projects upon which limits of cost have heretofore been fixed and which may be in need of funds to carry them forward until the next appropriations become available in the 1931 bill. This is a departure from the practice of the past of specifically appropriating for each building until the final completion has been secured. The Acting Supervising Architect has made it clear to the committee, so that they may in turn assure the House, that under this method of appropriation the building program will be carried forward with a minimum of delay and the funds included under the lump sum of \$23,040,000 will be sufficient to carry on the work on all of the projects stated that will be ready to go ahead. Delays are frequently encountered in the acquisition of sites, the letting of contracts, and in ascertaining foundation conditions that will not permit some projects to advance as rapidly as others, but in the execution of the work involving the whole list of buildings ample funds will be available to make progress at just as rapid a rate on all of the enumerated buildings as would be possible if a specific appropriation were made for each project. The new method will permit of more flexibility of public building funds, prevent the piling up of specific appropriations faster than they can be used, and result in better administration of the building program.

All of the projects included in the bill are under the limits of cost now fixed by law, except three cases which were presented at this session for changes. The Budget recommendation for an increase in the limit of cost at Lubbock, Tex., from \$160,000 to \$335,000 is changed to \$220,000, and a provision is made so that the building will be constructed in such a manner that facilities for Federal courts may be added at a later date. The committee was not impressed with the necessity for providing facilities for the courts at this time based upon the available information as to the amount of court business.

The limit of cost of the building at South St. Paul, Minn., is increased from \$120,000 to \$140,000 on account of the inability to secure an adequate site at existing figures. For the new building at Portland, Oreg., the cost was recommended to be increased from \$1,500,000 to \$1,950,000 to cover \$350,000 for additional land and \$100,000 for additional space and building features. The committee in this case has added the \$100,000 to bring the limit up to \$1,600,000 and has not included the additional amount for land.

Under the public buildings act annual expenditures were limited to an amount not exceeding \$35,000,000 per annum, with

the exception that commencing with the fiscal year 1928 any unexpended increment under this limit might be carried forward to succeeding fiscal years and be added to the \$35,000,000. The accrual of this character coming over from the fiscal year 1928 was \$28,854,000, the expenditures in 1928 being \$6,146,000. The expenditures in the fiscal year 1929 are estimated at approximately \$33,000,000, leaving an accrual of \$2,000,000. These two increments, \$28,854,000 and \$2,000,000, total \$30,854,000 to carry forward. The estimated expenditures in the fiscal year 1930 will approximate \$50,000,000, or \$15,000,000 in excess of the \$35,000,000 rate and thereby absorbing \$15,000,000 of the \$30,854,000 of accruals, leaving \$15,000,000 to be absorbed in 1931, when the expenditures can again run to \$50,000,000. This leaves the public-buildings program running ahead at a satisfactory rate considering the magnitude of the program involving \$265,000,000 of construction and also giving due consideration to the condition of the Treasury and the amount of revenue that can be devoted to that program when considered in connection with the other building programs being carried on by the Government.

For the acquisition of properties in the triangle area in the District of Columbia the sum of \$5,000,000 is recommended as against \$9,680,000 for this current year. With this sum the total appropriated for securing this property will be \$14,680,000. The committee believes that with the progress being made in purchases and the results of condemnations that it will be possible to secure all of the proposed property at considerably less than the total authorized amount of \$25,000,000.

POST OFFICE DEPARTMENT

The estimates for the Post Office Department aggregate \$815,989,325 for the fiscal year 1930.

The total amount appropriated for the department for the fiscal year 1929 aggregates \$774,225,042.

The amount recommended in the accompanying bill is \$813,215,725. This sum compared with the 1929 appropriations and the 1930 estimates is as follows:

It is \$38,990,683 more than the appropriations for 1929 and it is \$2,773,600 less than the Budget estimates.

The total increase for 1930 over 1929 as indicated by this bill involves, in addition to the necessary increases on account of the normal growth of the service, and the automatic promotions of employees as provided by law, a number of unusual increases due to new legislation, to the Interstate Commerce Commission decision, and the unusual expansion and development of the carrying of mail by air.

The largest items of increase composing the difference of \$38,990,000 between 1929 and 1930 include the following items: \$15,000,000 on account of the decision of the Interstate Commerce Commission affecting the appropriation for transportation of mail by railroads, \$6,360,000 due to the act of the last session granting a night-work differential to employees in the service, \$2,790,000 on account of the act of the last session granting allowances to fourth-class postmasters for rent, light, fuel, and equipment, \$1,075,000 on account of the legislation of 1928 increasing fees to special-delivery messengers, \$3,950,000 on account of transportation of foreign mail by steamboat and airplane, and \$6,870,000 on account of transportation of domestic mail under air contracts.

On August 1, 1928, the Interstate Commerce Commission rendered a decision increasing the rates for carrying the mails upon a petition filed by the railroads several years ago. The effect of the decision, in so far as it affects the appropriation bills, is to cause a deficiency for the fiscal year 1929 (11 months) of \$13,750,000, and for the full fiscal year of 1930 to require \$15,000,000 additional. The decision of the commission was retroactive to the date of the filing of the petition involving some \$45,000,000 additional. This latter amount is still in controversy, as the matter is now before the Supreme Court of the United States on appeal as to the retroactive feature, the Court of Claims having sustained the decision of the commission.

Included in the appropriation of \$23,000,000 for carrying the foreign mail are two outstanding items involving and accounting for the increase of \$3,890,000 and both of which are direct results of legislation of the last session. Under authority of the merchant marine act of 1928, the Postmaster General has entered into 20 special contracts for the carrying of mail based upon the policy of that act for the Government to aid in the development of an adequate American merchant marine. Bids have been received on three additional contracts of this character and routes have been advertised but bids not yet received on two more.

Under the contracts already let and those in prospect the total cost of the special contracts of this character under this appropriation will be approximately \$12,000,000. As a part of the requirement of the law and the contracts, this action

of the Post Office Department will mean the building of 24 ships under the American flag under the contracts already let and the building of 6 more under the contracts pending, making a total of 30 new American ships as a result of this feature of the merchant marine act of 1928. The difference in the cost of carrying the mail under the special contracts in the interest of the development of the merchant marine as compared with the cost of carrying the same mail on the weight basis is approximately \$8,000,000 excess due to the merchant-marine policy of the Government and a factor somewhat apart from the ordinary operating expenses of the Post Office Department.

There is also included in the foreign-mail item the sum of \$4,000,000 for the carrying of foreign mail by contract under legislation of the last session. The bill makes provision for the expenditures of not to exceed this sum during the fiscal year 1930 under contracts which will not involve expenditures during the fiscal year 1931 in excess of \$4,800,000. It is anticipated that the contracts for carrying the mail to foreign lands by aircraft will not all be entered into in time to be in full operation for the fiscal year 1930 and that the figure of \$4,000,000 will cover that year, but that the contracts to be made during the remainder of 1929, and in effect during 1930, and the contracts entered into during 1930, will involve aggregate contract payments in 1931 of approximately \$4,800,000. The contracts which have been let and routes in operation cover air mail service as follows: Daily service from Miami to Habana, Cuba; service six times a week from New York to Montreal, Canada. The contracts which have been let but under which service is not yet in operation are as follows: From Key West to the Canal Zone, daily service; from the Canal Zone to Paramaribo, Dutch Guiana, triweekly service; from Key West to San Juan, P. R., triweekly service; from San Juan to Trinidad, triweekly service; and from Miami to Nassau, triweekly service. There is also in contemplation a route from Colon, Canal Zone, to Concepcion, on the west coast of South America, biweekly service. The importance of many of these lines in relation to the maintenance and development of our foreign trade is readily understood. The cost of maintaining the service and furnishing the facilities in contrast to the revenue to be received during the fiscal year 1930 will be about \$1,000,000 of revenue to \$4,000,000 of expenditure. As with the special contracts for carrying the mail by ocean vessels, the Postal Service is carrying an added burden on the normal service expense by aiding in the aeronautical and commercial development policy of the Government.

The appropriations for carrying domestic mail by air show an apparent increase over 1929 of \$6,870,000. There will necessarily have to be an additional appropriation for the fiscal year 1929 in order to carry the additional routes established and the larger amount of mail being carried by air which will bring the total for this year up to approximately \$10,000,000, making the real increase of 1930 over 1929 approximately \$3,300,000. The most recent data furnished the committee shows that there are 27 air-mail routes under contract with a total length of 11,977 miles and over which a total mileage is flown daily of 25,385. The effect of the reduction in the postage rate on air mail on August 1, 1928, from 10 cents for each half ounce to 5 cents for the first ounce and 10 cents for each additional ounce brought about an immediate increase in the poundage carried, the total number of pounds of air mail jumping from 214,558 for the month of July, 1928, to 419,047 for August, 423,838 for September, and 467,422 for October. The amounts paid to contractors for carrying this mail varies per pound under the different contract rates, the totals by months running as follows: July, \$445,220.43; August, \$820,658; and September, \$843,532. The payments to contractors for October aggregated \$915,837. At the October rate of payment the cost basis of domestic air mail was in excess of the annual rate of \$11,000,000. If there is a continuation of the rate of increase in the poundage carried, the amount recommended in the bill, \$13,300,000, appears to be a reasonable estimate of the cost for the fiscal year 1930.

Under the act of May 17, 1928, which reduced the postage rates on air mail, provision was made for a periodic adjustment of the rates to be paid under the contracts for carrying the air mail. As the rates paid are on a per pound basis and the effect of the lowering in the rates has been a doubling of the poundage carried, there should be some adjustment in the contracts. The Post Office Department as yet has not made any changes in contract rates but is studying the matter with that end in view. The committee believes that this phase of the air-mail situation should be carefully watched and checked as contemplated by the law to the end that expenditures for carrying the mail by air and the revenues from that source should come more nearly matching each other and begin to

show a profit. With the present increase in poundage and the old contract rates still in force, there is no doubt that domestic air-mail operations are running at a deficit. The representatives of the department before the committee were unable to give any figures as to the relationship of revenues and expenditures due to the unusually rapid developments in the service brought about by the increased volume of mail handled through the reduction in rates and the expansion of the service.

The department has brought about one considerable decrease in the appropriations for the fiscal year 1930 by a decrease in the amount for stamped envelopes, stamps, etc., the amount declining from \$7,950,000 to \$6,050,000, or \$1,900,000. This is accomplished by the reletting of the contract for stamped envelopes, a 4-year contract effective January 1, at prices considerably lower than those prevailing under the previous contract and accounting wholly for this decreased amount.

The total amount for the department proper in Washington is increased from \$3,939,892 to \$4,156,325, or \$216,433. The provisions of the amended classification act applied only to the department proper and to the mail-equipment shops. The amount on account of that act for the department proper is \$198,363 and for the equipment shops the total is \$60,000, bringing the total amount for the department to \$248,363. Additional personnel is provided under the office of the second assistant of \$10,070 under the salary appropriation and \$15,000 under the air mail appropriation to care for the increased duties placed upon that office under the merchant marine act and by reason of the expansion of the air mail service both domestic and foreign.

The revenues of the Post Office Department for the fiscal year 1928 amounted to \$693,633,921.45 and the expenditures to \$726,997,070.41. Allowing for adjustments between the unliquidated obligations for the fiscal year 1928 and for expenditures during 1928 on obligations coming down from prior fiscal years, the revenues were \$32,080,202.46 less than the expenditures.

The estimated revenues for the fiscal year 1929 are \$707,000,000 and the estimated expenditures are \$790,495,830, and the estimated deficit in revenues is \$83,495,830. This situation is directly due to legislation enacted at the last session. It will be noted that the increase in the deficit between 1928 and 1929 is approximately \$51,000,000. The committee has had prepared by the Post Office Department a reconciling statement showing these differences due to the act decreasing postal rates, the acts providing for a night differential in pay of employees and allowances to fourth-class postmasters and increasing the rates for special-delivery fees, the merchant marine act of 1928, the Interstate Commerce Commission decision, the act for the foreign aircraft service, and the amended classification act:

Increases in expenditure:	
For railroad transportation (1/2 of \$15,000,000, from Aug. 1, 1928, to June 30, 1929)	\$13,750,000
For night-work differential paid to employees at post offices—	
Clerks at first and second class post offices	\$3,300,000
City delivery carriers	335,000
Watchmen, messengers, and laborers	200,000
Vehicle service	275,000
Railway Mail Service, salaries	2,250,000
	6,360,000
Foreign-mail transportation—	
For merchant marine	7,500,000
For foreign aircraft service	1,900,000
	9,400,000
Allowances to fourth-class postmasters for rent, light, fuel, and equipment	12,790,000
For fees to special-delivery messengers	1,075,000
Salary increases under the Welch bill	1258,363
Total additional payments	33,633,363
Estimated loss in revenues due to decreased postage rates under postal rate bill	16,285,000
	49,918,363

While the major part of these increases relates to the normal operating costs of the department, there are a few of them, as heretofore pointed out, that are more due to a matter of general governmental policy in the encouragement of the merchant marine and aeronautical development than to the Postal Service proper. The act reducing postage on domestic air mail will contribute to the deficit, but at this time the committee has not sufficient data on which to give an estimate of that feature.

The factors entering into the deficit for the fiscal year 1929 are all projected into the fiscal year 1930, and the estimated situation for that fiscal year shows expenditures at \$806,209,325 and estimated revenues at \$735,000,000, or an estimated deficit of \$71,209,325.

¹ Includes supplemental appropriation requested.

Mr. Chairman, those are the principal items presented by this bill, and under the five-minute rule we will have ample opportunity to elaborate upon them. [Applause.]

Mr. BYRNS. Mr. Chairman, I yield now to the gentleman from Louisiana [Mr. O'CONNOR] such time as he may desire.

Mr. O'CONNOR of Louisiana. Mr. Chairman and gentlemen of the committee, I was just telling our distinguished friend from Tennessee [Mr. BYRNS], who is looked upon with an affectionate eye by every Member of this House, a story which aroused his risibilities, and I am going to repeat it at this point in my remarks, because I feel its application will be seen without need of further explanation. A celebrated statesman who has "gone west" forever once said that some men could talk for half a minute and keep the world thinking for half a century, while most of his countrymen could talk for half a century and not keep the world thinking for half a minute. [Laughter.]

Gentlemen, I am about to ask unanimous consent to put in the RECORD as a part of my remarks an address that was recently delivered by a great American, one who has played an important part in the life of this generation. To my mind that address challenges the best thought and attention of the advocates and champions and well-wishers of our mechanized industrial civilization and ought to keep the world thinking for a century. The address was delivered by Mr. Green, president of the American Federation of Labor, and, for sheer intellectuality and grasp of the industrial situation and what the future holds in store for this country, many of us deem it a masterpiece of analysis and oratory. It was delivered on November 19, 1928, in New Orleans, on the opening day of the annual convention of the great labor association. I desire to make that speech a part of the RECORD and shall feel proud if you will grant me the privilege of inserting it as a part of these remarks, because I think it should be read by every American with the keenest interest. I also desire to place in the RECORD, not side by side with it, because it might excite a feeling that I was not modest but egotistical, but in another part of the RECORD, some remarks of my own in connection with the entertainment of the American Federation of Labor delegates by the Federal employees of the port of New Orleans on the night of the 22d of November, 1928, in New Orleans. I do not believe that my remarks will cause my countrymen to think for half a second, but their publication in the RECORD will be somewhat flattering to myself, and I am quite sure that in accordance with the law of compensation, which operates unceasingly in every phase of human existence, the address of Mr. Green will excite for many years to come the attention of all of the well-wishers of this mechanized industrial civilization which we enjoy to-day, and which we all hope will continue a boon and not become a curse to mankind.

Mr. Chairman, I ask unanimous consent to insert as a part of my remarks the address of Mr. Green to which I have referred.

The CHAIRMAN. Is there objection?

There was no objection.

The address of Mr. Green is as follows:

President GREEN. Chairman Boelling, representatives of the city government, the State government, the Louisiana State Federation of Labor, New Orleans Central Body, Congressman O'Connor, and representatives of the church, the officers and delegates in attendance at this convention, I am sure, have listened with feelings of deep satisfaction to the cordial welcome extended them, to the sympathetic expressions of deep and abiding interest in our common welfare and in the great work we are trying to do.

We are, indeed, grateful to all these speakers who, in a representative capacity, have come here this morning and extended to the officers and delegates in attendance at this convention a most warm and cordial welcome. And this welcome has refreshed our memory, for we recalled, as we listened to these words, that 26 years ago a convention of the American Federation of Labor assembled in this historic city. Our hearts are made sad as we reflect over the period intervening between 1902 and 1928. There are some in attendance at this convention who were delegates to the convention held in this city 26 years ago, but we are sad to recall that there were many who were present then who are not with us now. I refer specifically and especially to our great leader, my distinguished predecessor, the one who occupies a larger place in the hearts of labor than any other man who ever lived upon the American Continent.

I recall, as you recall, that 26 years ago he battled and fought for labor in this city, and we are sad as we recall that he is with us no more. There are others to whom I could refer; their names come instinctively to your mind; and on this occasion we are saddened to

that extent when we recall that during this 26-year period the grim reaper has made great inroads in our ranks. But, my friends, we inherited from them an inspiration, a courage, a determination to go forward, and I know I can say that from the bottom of our hearts we are determined to make this convention as epoch making and as historic as our predecessors did 26 years ago.

I am reminded of this fact also: That the citizens, the splendid men and women of New Orleans, and those who live along this great Mississippi Valley, are deeply interested in flood protection. To them this is a matter of supreme interest. The terrible flood of a short time ago wrecked homes and farms and communities, brought home to the people of this rich country the necessity of protecting homes and farms and communities against the ravages of the great Mississippi River. And so they came to the Congress of the United States and appealed for flood-relief legislation. I am happy to announce on this occasion that the American Federation of Labor mobilized its great moral and political support in behalf of this legislation. And our representatives, along with the representatives of this locality, appeared before the Members of Congress and urged upon them the enactment of legislation for the purpose of protecting this Mississippi Valley and those who live here. We favored legislation which provided for the construction of this great work, for the carrying out of this enterprise by the Federal Government and with funds supplied by the Federal Government. That was the attitude of the American Federation of Labor upon this proposition.

And so we are happy to say that Congress responded, and we anticipate that within a short time, with the proper funds, properly and legally appropriated, the great work of flood protection and flood control will go on in the Mississippi Valley, and when it is undertaken the men of labor will be called upon to do the work. Men of training, men of skill, men of genius, men who will use the spade and the shovel—these are the men who will be called upon to do this work. And so labor is looking forward to the time when this work will begin and when it will be carried forward to a successful conclusion. Organized labor is interested in this great project; we expect to participate in it, and to play a very large part in carrying forward the enterprise.

I think it is appropriate to refer to this fact this morning, because I know the people who live in the city of New Orleans are more interested just now in the development of this great flood-control project than in any other piece of legislation considered, or that may be considered, by the Congress of the United States.

We are glad to be here in 1928 to enjoy the hospitality of the people of this part of the Southland; to work in this happy environment; to visit in this great historic city located where the greatest river in the world ends its weary course from Lake Itasca to the sea. We are glad to be here and to form the acquaintance of the wonderful people of the Southland. We know something about the traditions of this great section of America, its history, its people, and I want to say to the working people here in New Orleans and in the State of Louisiana that the American Federation of Labor is deeply interested in their economic, social, and industrial welfare. Yes, we are here just as much interested in the working men and women of the Southland as we are in the working men and women in the most congested industrial circle of our country.

May I just say this at this point: That our great congress of labor is moved by the same influences that were always apparent in every convention of the American Federation of Labor. If I were called upon to sum up the philosophy of the American Federation of Labor in the shortest and simplest sentence I would say that our great philosophy and our great objective throughout America and throughout the world is human betterment. We are conscious of the fact that we are called upon now to deal with these mighty problems that have grown out of and developed out of our modern industrial life. In addition to the fundamental principles upon which our organization rests we are called upon to meet and grapple with problems peculiar to our own day and our own age.

We have always emphasized, above and beyond all other things, wages, hours, conditions of employment, the protection of men and women in industry; but now in addition to these great, outstanding objectives and principles of the American Federation of Labor we are called upon to deal with mass production, machine displacement, the modern day injunction, and the competition that comes from convict labor. All of these things are the development of our own time, our own day, and our own age.

And so labor is dealing with these problems, and in dealing with them we are offering a solution for every one of them. We realize that there is no question more serious than this one of machine displacement, the development of mechanical devices and power to the point where the machine operated by the few is so serving as to displace hundreds of working men and women. So we stand as a challenge to this thing, demanding that human beings shall first be protected above and beyond any material thing or any mechanical device, for the American Federation of Labor will not permit a human scrap heap to be created in America.

And we are battling for more leisure, greater surcease from toil, an opportunity for men and women to recuperate so that they can give service, and it is for that reason we are demanding a lessening of the work day and of the work week in accordance with industrial development. We demand that these reforms shall be instituted as industry is made ready and as the workers require greater leisure and more recreation.

Then, my friends, this question of injunctions, the thing that comes nearer and closer to the hearts of working men and women than perhaps any present-day modern problem. We are reminded of the fact as we sit in this convention that the decisions in the Bedford Cut Stone case and in the Hitchman case, and in some of these other cases to which I could refer, are still recognized as the rule of the equity courts, enforceable whenever circumstances and conditions arise that would warrant the courts to exercise their equity powers. We can not sit idly by, we can not function properly, we can not stand still and accept such judicial procedure, because to do so would mean the recognition of a power, a wrongful power, existing in America, that would crush the very life out of organized labor.

It is my judgment, and I think it is the judgment of other thinking men connected with our labor movement, that the principles set up in the Bedford Cut Stone case and in the Hitchman case are so vicious as to call for the condemnation, the bitter condemnation, of every liberty-loving American citizen. These judicial decisions deprive working men and women of the right to give service or withhold service at will; they interfere with the inherent right possessed by men and women as long as America has been known as a free land, and of course working men and women can not under any circumstances yield or submit to such dictation or such power. The right to give labor, to give service, and to withhold service is the one right that labor possesses, and that right must never be destroyed or lessened either by legislation or by judicial decree.

So we have set ourselves steadfastly to the task of securing remedial legislation, and I want to promise you and all who are associated with us that at the next session of Congress the full force and power of American labor will be utilized in trying to influence Congress to give us relief from these judicial decrees.

There is one other matter, in conclusion, to which I wish to call your attention. A short time ago there assembled in the city of New York a convention called the National Manufacturers' Association convention. It was a convention composed and made up of manufacturers, and at that convention a committee reported—and, so far as I know, the report of the committee was that the American Federation of Labor was a menace to American institutions. It was rather significant that following the action of this National Manufacturers' Association convention a great meeting of communists was held in Madison Square Garden, New York City. The newspapers reported that 12,000 communists assembled at this great jollification and glorification meeting of the communist organization and the Communist Party.

At that great mass meeting in Madison Square Garden the Communists decided to hang the officers of the American Federation of Labor in effigy. They did not hang capitalists or members of the Manufacturers' Association, but members of organized labor. They considered the representatives of the American Federation of Labor as the greatest enemy of communism in America, and so in celebration of the end of their political campaign they hung representatives of organized labor in effigy. The manufacturers in one hall declaring us a menace to American institutions and the communists in another hanging us in effigy!

Now, my friends, we hurl that great falsehood issued by the Manufacturers' Association back into their teeth; we challenge them to offer one bit of evidence in support of their declaration that the American Federation of Labor is a menace to American institutions. I ask them in all fairness was the American Federation of Labor a menace to American institutions when the great Samuel Gompers during the World War raised his voice in behalf of American institutions? Was it a menace when labor responded in defense of liberty, justice, and democracy? While we were fighting to preserve American institutions some of these men were, no doubt, profiteering during the war.

So, my friends, it is rather significant that we have the two extremes attacking and opposing organized labor—the Manufacturers' Association in one hall in New York City and the communists in Madison Square Garden on the other end. I think we must be pretty decent, respectable citizens when we are able to invite the opposition and the antagonism of these two extremes.

We are battling for a higher standard of life and living for working men and women; we are fighting for the protection of children. We are the one force in America that has done battle for the adoption of the constitutional amendment that has for its purpose the protection of children against exploitation in industry. We are fighting for the protection of free labor in America against competition from convict labor.

We are fighting for the right of workingmen's children to enjoy all the opportunities that America offers to the children of any group or

any class. We are fighting that men and women might so appropriate to themselves the opportunities which our free institutions afford; that they may occupy that place in life to which their ability and qualifications fit them.

We have here in this convention representatives from all groups of working men and women. They come here imbued with a noble purpose. They ask only that they might raise the standard of life and living of the masses of the people. They are determined that they shall enjoy a fuller and freer life. We place human values above material values; we place men and women above a lot of other things, and as a result we have the representatives of the artisans and artists, the representatives of the skilled trades, the miscellaneous trades and the unskilled trades all sitting in this convention.

Speaking for myself, I am happy to lead such an army; I am happy to stand in this position of responsibility and typify the splendid working men and women of our country. All of you, as you know, came up from the ranks, from the mechanics' bench or from the machine shop; all of you served your apprenticeship in the workshops, the mills, the mine, or the factory. You represent the nobility of labor, and I am happy to stand this morning as your representative and challenge the evil forces of greed in America at this time in behalf of the working men and women of America.

Mr. Chairman and gentlemen, I wish to again repeat our thanks for your very warm and cordial greetings. We shall keep in mind the promises you have made us; we shall, I assure you, enjoy your hospitality to the limit, and we want to assure you that while we are here in New Orleans if we can assist you or help you in any way in promoting the best interests of the working men and women of this city we will gladly do so.

It affords me great pleasure to convene this Forty-eighth Convention of the American Federation of Labor and to declare it open for the transaction of business.

Mr. O'CONNOR of Louisiana. Mr. Chairman, also I ask unanimous consent to insert or print an address that I myself delivered, as already stated.

The CHAIRMAN. Is there objection?

There was no objection.

Mr. O'CONNOR of Louisiana. Mr. Chairman, under leave to extend my remarks I insert the following address delivered by me on November 22, 1928, at the banquet tendered by the Federal employees to the visiting delegates to the American Federation of Labor convention in New Orleans, La.:

Mr. Toastmaster, ladies and gentlemen, I am glad to be present and privileged to speak a few words at this banquet, and I will be brief, for I know that many earnest speakers will follow me, and, like most of you who are honoring me with your attention, I wish to sit at the feet of the Gamaliels that will address you and listen to their words of wisdom and drink from the fount of their knowledge of the great problem that will be discussed, considered, and resolved by the delegates to the convention now being held in this city. Since brevity be the soul of wisdom, is a good Shakesperian suggestion to follow, but we should not be so brief as to be obscure—this is on behalf of the outstanding speakers who will address you. In so far as I am concerned you may be sure I will not be lengthy or verbose. I have always been mindful that a celebrated statesman, who has gone beyond the sunset and the path of all the western stars forever, said that some men could talk for half a minute and keep the world guessing for half a century, while others could talk for a century and not keep the world guessing for half a second. I do not lay the flattering unction to my soul that I will ever belong to the former, and I have always prayed the good Lord to deliver me from falling into the latter class. Nor should any of us ever forget that it is related in Acts, in that most remarkable book, the Bible, that St. Paul spoke so long at Troas that a fellow fell out of the third loft and was carried out for dead.

The first man on this earth was a laboring man and the last man on earth will be a laboring man or working man. And while there have been in all generations and ages dreamers and planners to whom we give due credit as the real music makers of the world, it is entirely clear and perfectly obvious that our civilization was constructed, built, reared, erected by men and women who worked, toiled, and milled with their hands. And into that civilization went the sweat, the heart, the soul, and the dreams of toilers since man left the trees and caves as his earliest habitation. When we look around our own western continent and see the wonders performed by man—vain insect of an hour, as he is called by Byron—we cease to marvel at the fabulous accomplishments of Hercules.

A continent ruled absolutely by wild and untamed nature before Columbus touched its shores has been conquered, subdued by civilization in an incredibly short period. From the far north to the extremity of Patagonia, civilization, the work of toilers, is nearly triumphant, but with even greater triumphs ahead.

The wilderness has disappeared before and under the axe of the pioneer and the farmer. The desert has been made to blossom as the rose by

those who followed the law implanted in the Aryan breast, "Westward, ever westward." Swamps were drained and reclaimed, mountain tops that now delight the eye with a gorgeous agricultural splendor that surpasses in sheer beauty anything in the world of art or related in the Arabian Nights were chiseled and sculptured by pioneer farmers. Now millions of farms dot the landscape where once the jungle reigned supreme from ocean to ocean. Hamlets, villages, towns, cities, States, republics follow in orderly succession from the Arctic to the Antarctic Seas. Churches, schools, highways, railway, telegraph lines, skyscrapers, bridges, tunnels, subways, residential palaces, urban and rural, parks, squares, railroad stations more impressive than the Pyramids or Karnak, locomotives, steamships, all making for such a stupendous creation that we are convinced that man is indeed made in the image of his Maker. Great and splendid and perhaps enduring are his material accomplishments—but the Armageddon lies ahead, and not far ahead. Civilization, great, gorgeous, and wonderful as it may be, can not boast of its own justification until by a coalition of all of its forces it vanquishes poverty permanently and permits all of God's children to share in the benefits it creates and which should be equitably bestowed.

The tremendous mechanization of industry has brought into existence problems which if not solved will lead to that destruction which Frankenstein's monster wrought to his maker. Industry's greatest menace to-day is its apparently inevitable and inseparable tendency to that overproduction which would mean its ruin. But labor, which conquers all things and has put the world under man's feet, is at hand to save industry with a remedy that will prevent overproduction and equalize output with consumption. That remedy lies in the 5-day week, without any diminution of the wage scale, for it is the wage scale that determines consumption, and either hushes the hum of factory wheels or revolves them with music to the ear of the employee and employer. Not only will a great problem be met in this way, but a forward step will be taken which will make for more happiness than has resulted as yet from any movement of capital and labor.

In his monumental work, *Buckle in the History of Civilization* in England points out and argues eloquently for a leisure class on the ground that it is by the contemplation afforded through leisure that the world's greatest accomplishments have been consummated. If that be true, and I have no doubt that it is at least partially so, how much more will men and women do in every field of science when all are permitted to enjoy a leisure which will permit the use of the microscope and telescope and the study of the universe.

Mr. Chairman, I hope I am looking with prophetic eye into the future. I hope I am looking even from afar into the promised land, the land that is flowing with milk and honey. The day should be all the brighter the night has been so long and so dark. It will give joy to those choice spirits who slaved and starved in the night of despotism, but who toiled on knowing that others would see the glories of the coming morn. Labor, omnia vincit. By its magic touch the enchanted valley will become a reality and the shadows of men will reach the stars. Under its civilizing and uplifting influence we will, astride Pegasus, wing our way to the Garden of Hesperides and there pick apples of gold from pictures of silver. As a result of a little leisure nature will give up more of her secrets to us, and drinking from the gushing streams of wisdom and knowledge we shall feel that even in life we are nearer my God to Thee.

Mr. BYRNS. Mr. Chairman, I yield 10 minutes to the gentleman from Oklahoma [Mr. HASTINGS].

Mr. HASTINGS. Mr. Chairman, this bill, for convenience, combines the appropriations for both the Treasury and Post Office Departments. It is the first appropriation bill to be considered during the present session of Congress. It is also the largest that will come up for consideration. The total amount recommended in the bill for the activities of the Government under the supervision of the Treasury Department, for the fiscal year ending June 30, 1930, aggregates \$303,459,664, which is \$18,744,877 less than the expenditures authorized in the appropriation bill for the current year, but is an increase of \$36,230 over the Budget estimates.

On June 30, 1928, the gross public debt amounted to \$17,604,290,563.

In addition to these expenditures authorized, I want to invite attention to the permanent and indefinite appropriations under the Treasury Department, which includes the sinking fund and interest on the public debt, and many other items of a permanent nature, estimated for the year 1930 at \$1,219,342,810.82.

I want to invite attention to this in order that the public may understand that when the amounts authorized to be expended in the several appropriation bills are added up that the aggregate does not include all of the expenditures authorized.

The total Budget estimates for the fiscal year ending June 30, 1930, for all of the departments of the Government, including interest and sinking fund, and the Postal Service, aggregates \$4,417,369,904.67.

The following table shows these estimates in detail:

	Estimates of appropriations, 1930	Appropriations, 1929
Legislative establishment.....	\$18,919,730.64	\$17,913,873.26
Executive Office.....	458,120.00	437,180.00
Independent establishments:		
Alaska relief funds.....	15,000.00	15,000.00
American Battle Monuments Commission.....	600,000.00	700,000.00
Arlington Memorial Bridge Commission.....	2,000,000.00	2,300,000.00
Board of Mediation.....	348,270.00	347,902.00
Board of Tax Appeals.....	725,863.00	720,740.00
Bureau of Efficiency.....	228,130.00	210,350.00
Civil Service Commission.....	1,251,562.00	1,130,352.00
Commission of Fine Arts.....	9,080.00	7,300.00
Employees' Compensation Commission.....	4,077,326.00	3,755,010.00
Federal Board for Vocational Education.....	8,176,120.00	8,220,000.00
Federal Power Commission.....	179,500.00	120,890.00
Federal Radio Commission.....	164,440.00	364,027.00
Federal Reserve Board.....	2,605,741.00	2,700,000.00
Federal Trade Commission.....	1,289,760.00	1,048,000.00
General Accounting Office.....	4,132,000.00	3,820,000.00
Housing Corporation.....	397,950.00	475,750.00
Interstate Commerce Commission.....	8,213,825.00	7,654,745.00
National Advisory Committee for Aeronautics.....	1,300,000.00	600,000.00
Public Buildings and Public Parks.....	2,888,061.00	2,652,980.00
Smithsonian Institution.....	1,107,573.00	1,004,162.00
Tariff Commission.....	815,000.00	754,000.00
United States Geographic Board.....	9,200.00	4,300.00
United States Shipping Board and Merchant Fleet Corporation.....	9,994,000.00	13,688,750.00
United States Veterans' Bureau.....	597,375,000.00	560,060,000.00
Miscellaneous.....		214,374.00
Total Executive Office and independent establishments.....	648,361,521.00	613,005,812.00
Department of Agriculture.....	154,232,131.00	154,723,793.88
Department of Commerce.....	58,459,749.00	38,375,530.00
Department of the Interior.....	310,957,045.78	300,632,539.00
Department of Justice.....	28,103,570.00	26,808,062.50
Department of Labor.....	10,719,430.00	11,078,340.00
Navy Department.....	349,125,482.00	364,233,362.00
Post Office Department, postal deficiency payable from Treasury.....	71,209,325.00	83,495,830.00
State Department.....	14,744,831.43	14,466,236.39
Treasury Department.....	329,698,615.80	345,940,278.00
War Department, including Panama Canal.....	444,835,222.00	408,605,351.50
District of Columbia.....	39,935,622.00	40,357,308.00
Total ordinary.....	2,479,302,275.65	2,419,636,316.53
Reduction in principal of the public debt:		
Sinking fund.....	379,524,129.02	370,153,407.56
Other redemptions of the debt.....	173,543,500.00	172,289,300.00
Principal of the public debt.....	553,067,629.02	542,442,707.56
Interest on the public debt.....	640,000,000.00	675,000,000.00
Total payable from the Treasury.....	3,672,369,904.67	3,637,079,024.09
Postal Service, payable from postal revenues.....	745,000,000.00	690,949,212.00
Total, including Post Office Department and Postal Service.....	4,417,369,904.67	4,328,028,236.09

The 1929 appropriations are exclusive of additional amounts required to meet the provisions of the act approved May 28, 1928, amending the classification act of 1923, approximately \$20,000,000.

The estimated receipts of the Government for the next fiscal year are given as \$3,841,295,829, as shown by the following table:

Receipts	Estimated, 1930	Estimated, 1929	Actual, 1928
Customs.....	\$582,000,000.00	\$582,000,000.00	\$568,986,188.50
Income tax.....	2,175,000,000.00	2,165,000,000.00	2,173,952,556.73
Miscellaneous internal revenue.....	550,000,000.00	577,500,000.00	621,018,665.64
Miscellaneous receipts.....	525,295,829.00	507,235,661.00	678,390,745.32
Total receipts.....	3,841,295,829.00	3,831,735,661.00	4,042,348,156.19
Total expenditures (including reductions of the public debt required by law to be made from ordinary receipts).....	3,780,719,647.00	3,794,745,469.00	3,643,519,875.13
Excess of receipts.....	60,576,182.00	36,990,192.00	398,828,281.06

This, of course, is exclusive of postal receipts. Attention is invited to the fact that during the fiscal year ending June 30, 1928, \$2,173,952,556.73 was collected through the income tax, individual and corporate, and that it is estimated that there will be collected from this source, for the year ending June 30, 1930, the sum of \$2,175,000,000.

The appropriations for the Treasury Department include the clerical force in the Treasury Department and the Bureau of Customs, through which was collected during the past fiscal year \$568,986,188.50, and it was estimated there will be collected for the year ending June 30, 1930, \$582,000,000, and all other bureaus under the supervision of the Treasury Department.

There is recommended for the Federal Farm Loan Bureau, salaries and expenses, \$940,000. For the enforcement of prohibition, \$13,500,000. This is an increase of \$100,000 over the Budget estimate. For public buildings—continuation of construction—\$23,040,000. Additional estimates for public buildings are to be made at a later date to be carried in the deficiency appropriation bill, estimated to approximate about \$35,000,000.

POST OFFICE DEPARTMENT

The total amount recommended for expenditures for the Postal Service for the year ending June 30, 1930, aggregates \$813,215,725, which is an increase of \$38,990,683 over the appropriations for the current year, but is a reduction of \$2,773,600 under the estimates of the Bureau of the Budget.

The expenditures for the Postal Service are paid out of the postal revenues, and the deficit, which for the past fiscal year amounted to \$32,121,095.80, is paid out of the Treasury. The postal revenues for the past year increased \$10,511,932.79. It will be remembered that we enacted some new legislation during the past year restoring the 1-cent rate for private mailing and postal cards and made a reduction on parcel-post rates. We also authorized the payment of rent, fuel, light, and equipment for fourth-class postmasters, equal to 15 per cent of their compensation.

On June 30, 1928, there were 34,305 fourth-class postmasters. They are underpaid and, in my judgment, are the poorest paid employees in the entire Government service. Their duties are exacting. This branch of our Postal Service should be carefully studied with a view of providing more equitable compensation for them.

Under the supervision of the Fourth Assistant Postmaster General is the Rural Mail Service, in which I have always been very greatly interested.

The first experimental Rural Mail Service was established October 1, 1896, when three routes were started in West Virginia. The service has been rapidly expanded and there were in operation on June 30, 1928, 44,288 routes, supplying about 7,141,792 families, or approximately 24,282,092 individuals. Of this number 1,224 routes are in Oklahoma and 92 are in the second congressional district. In looking back over my term of service I find that the appropriation for this branch of the service, the first year I came to Congress, in 1914, was \$53,000,000. For this item the present bill recommends \$107,000,000. While the number of routes are decreasing the service is expanding, because many of the routes are motorized and there have been many consolidations. The standard route is 24 miles in length, whereas the average route is 29.119 miles in length. The rural mail carriers are rendering a splendid service. They are active, intelligent, painstaking employees of the Government. They render this service through all kinds of weather and are always prompt and courteous.

The expenditures for the Postal Service present an interesting study. In 1837 the total expenditures for this service amounted to \$3,288,319.03 and there were 11,767 post offices. We then had an estimated population of 15,655,000. For the year ending June 30, 1928, the expenditures increased to \$725,699,765.90. The total number of post offices was 49,944 and our population is estimated at 120,023,000.

In addition to the Rural Mail Service, there were on June 30, 1928, 11,472 star routes, along all of which rural patrons are served.

We are rapidly expanding our air-mail service. The rate of letter postage has been reduced from 10 cents to 5 cents, and within the next few years, through legislative encouragement, a large part of the first-class mail will be carried by this service.

The appropriation for this service for 1928 was \$4,500,000. There is carried in this bill the sum of \$13,300,000 for this service. The air service should be encouraged in every way. No one can vision the possibilities of this service in the next decade.

The aggregate amount authorized to be appropriated, both for the Treasury and Post Office Departments, recommended in this bill, is \$1,116,675,389. [Applause.]

Mr. WOOD. Mr. Chairman, I ask that the Clerk read.

The Clerk read as follows:

TITLE I—TREASURY DEPARTMENT

That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the Treasury Department for the fiscal year ending June 30, 1930, namely:

Mr. WOOD. Mr. Chairman, I move that the committee do now rise.

The motion was agreed to.

Accordingly the committee rose; and the Speaker having resumed the chair, Mr. SNELL, Chairman of the Committee of the Whole House on the state of the Union, reported that that com-

mittee, having had under consideration the bill (H. R. 14801) making appropriations for the Treasury and Post Office Departments for the fiscal year ending June 30, 1930, and for other purposes, had come to no resolution thereon.

MESSAGES FROM THE PRESIDENT

The SPEAKER. The Chair lays before the House the following message from the President:

PHILIPPINE ISLANDS

The Clerk read as follows:

To the Congress of the United States:

As required by section 19 of the act of Congress approved August 29, 1916, entitled "An act to declare the purpose of the people of the United States as to the future political status of the people of the Philippine Islands, and to provide a more autonomous government for those islands," I transmit herewith a set of the laws and resolutions adopted by the Seventh Philippine Legislature during its third session, from July 16 to November 9, 1927.

CALVIN COOLIDGE.

THE WHITE HOUSE, December 6, 1928.

The SPEAKER. Referred to the Committee on Insular Affairs. Also the following message from the President:

PORTO RICO

The Clerk read as follows:

To the Congress of the United States:

As required by section 23 of the act of Congress approved March 2, 1917, entitled "An act to provide a civil government for Porto Rico, and for other purposes," I transmit herewith copies of the laws and resolutions enacted by the Eleventh Legislature of Porto Rico during its third regular session (February 13 to April 15, 1928).

These acts and resolutions have not previously been transmitted to the Congress, and none of them has been printed as a public document.

CALVIN COOLIDGE.

THE WHITE HOUSE, December 6, 1928.

The SPEAKER. Referred to the Committee on Insular Affairs. Also the following message from the President:

NATIONAL ADVISORY COMMITTEE FOR AERONAUTICS

The Clerk read as follows:

To the Congress of the United States:

In compliance with the provisions of the act of March 3, 1915, establishing the National Advisory Committee for Aeronautics, I submit herewith the fourteenth annual report of the committee for the fiscal year ended June 30, 1928.

The attention of the Congress is invited to Part V of the committee's report presenting an outline of the present state of aeronautical development. It is encouraging to note from the committee's report that not only has aeronautic progress been at an accelerated rate within recent years but the progress has been greater in 1928 than in any single previous year. The significance of this to the American people and to the advancement of civilization can but faintly be pictured in the light of the amazing development that has characterized the first 25 years of aviation.

This country may well be proud of the contribution it has made to this remarkable development, and I am satisfied that continued support of proven policies will assure the further progress of American aviation. I concur in the committee's opinion that there is need for continuous prosecution of scientific research in order that this progress may continue at the maximum rate.

CALVIN COOLIDGE.

THE WHITE HOUSE, December 6, 1928.

The SPEAKER. Ordered printed and referred to the Committees on Military Affairs, Naval Affairs, and Interstate and Foreign Commerce. The Chair also lays before the House the following message from the President.

REPORT OF THE COUNCIL OF NATIONAL DEFENSE

The Clerk read as follows:

To the Congress of the United States:

In compliance with paragraph 5, section 2, of the Army appropriation act approved August 29, 1916, I transmit herewith the Twelfth Annual Report of the Council of National Defense for the fiscal year ended June 30, 1928.

CALVIN COOLIDGE.

THE WHITE HOUSE, December 6, 1928.

The SPEAKER. Referred to the Committee on Military Affairs. Also the following message from the President:

FIFTH INTERNATIONAL CONGRESS OF MILITARY MEDICINE AND PHARMACY

The Clerk read as follows:

To the Congress of the United States:

I transmit herewith a report by the Secretary of State recommending, at the request of the Secretary of the Treasury, the Secretary of War, and the Secretary of the Navy, constituting, together with the Surgeons General of the three Medical Services of the Treasury, War, and Navy Departments, an Advisory Board under the Federal act to incorporate the Association of Military Surgeons of the United States, approved January 30, 1903, that Congress be requested to authorize an appropriation of \$5,000 for the payment of expenses of delegates of the United States to the Fifth International Congress of Military Medicine and Pharmacy to be held at London, England, in 1929.

The recommendation has my approval, and I request of Congress legislation authorizing an appropriation of \$5,000 for the purpose of participation by the United States by official delegates in the Fifth International Congress of Military Medicine and Pharmacy to be held in London in 1929.

CALVIN COOLIDGE.

THE WHITE HOUSE, December 6, 1928.

The SPEAKER. Referred to the Committee on Foreign Affairs and ordered printed. Also the following message.

CHRISTOPHER COLUMBUS MEMORIAL LIGHTHOUSE

The Clerk read as follows:

To the Congress of the United States:

I transmit a report from the Secretary of State on the subject of the Christopher Columbus Memorial Lighthouse to be erected by the Governments and peoples of the Americas on the coast of the Dominican Republic at Santo Domingo, and commend to the favorable consideration of the Congress the recommendation of the Secretary of State, as contained in the report that legislation be enacted authorizing the appropriation of the sum of \$871,655 as the share of the United States in this project.

CALVIN COOLIDGE.

THE WHITE HOUSE, December 6, 1928.

The SPEAKER. Referred to the Committee on Foreign Affairs and ordered printed. Also the following message:

ANNUAL REPORT OF ALASKA RAILROAD

The Clerk read as follows:

To the Congress of the United States:

I transmit herewith for the information of the Congress the annual report of the Alaska railroad for the fiscal year ended June 30, 1928.

CALVIN COOLIDGE.

THE WHITE HOUSE, December 6, 1928.

The SPEAKER. Referred to the Committee on the Territories. Also the following message from the President:

ANNUAL REPORT GOVERNOR PANAMA CANAL

The Clerk read as follows:

To the Congress of the United States:

I transmit herewith for the information of the Congress the annual report of the Governor of the Panama Canal for the fiscal year ended June 30, 1928.

CALVIN COOLIDGE.

THE WHITE HOUSE, December 6, 1928.

The SPEAKER. Referred to the Committee on Interstate and Foreign Commerce.

Mr. TILSON. Mr. Speaker, I desire to ask unanimous consent that the gentleman from Ohio [Mr. BURTON] may have until midnight to-night to introduce a bill or resolution relative to the settlement of the debt of Austria to the United States.

The SPEAKER. Is there objection?

Mr. GARRETT of Tennessee. Do I understand he is to introduce a bill?

Mr. TILSON. He wishes to introduce a bill. I understand there will probably be a meeting of the committee to-morrow, and it is desirable to have the bill introduced so that it may be considered.

Mr. CRISP. Mr. Speaker, I may say to my colleague from Tennessee that we have a bill already pending before the committee, and the Committee on Ways and Means will have a hearing on it to-morrow. The Treasury Department preferred to have the form of the bill changed, and I concur in that. The object of this inquiry is to have a new bill introduced in a new form.

Mr. GARNER of Texas. My recollection is that in the last Congress the committee reported a bill on the same subject,

and it was pending in the House. The gentleman from Ohio [Mr. BURTON] was trying to push it at the last moment.

Mr. SNELL. There was a bill pending before Congress, but this is a new bill.

Mr. GARNER of Texas. But it involves the same proposition?

Mr. SNELL. Yes; but it is a new bill.

MESSAGE FROM THE SENATE

A message from the Senate, by Mr. Craven, its principal clerk, announced that the Senate agrees to the amendments of the House of Representatives to the bill (S. 3325) entitled "An act for the relief of Horace G. Knowles."

The message also announced that the Senate had passed without amendment a bill of the following title:

H. R. 13824. An act authorizing L. L. Montague, his heirs, legal representatives, and assigns, to construct, maintain, and operate a bridge across the Columbia River at or near Arlington, Oreg.

SENATE ENROLLED BILL SIGNED

The SPEAKER announced his signature to an enrolled bill of the Senate of the following title:

S. 3325. An act for the relief of Horace G. Knowles.

BILLS PRESENTED TO THE PRESIDENT

Mr. CAMPBELL, from the Committee on Enrolled Bills, reported that this day they presented to the President of the United States for his approval bills of the House of the following titles:

H. R. 10869. An act amending section 764 of Subchapter XII, fraternal beneficial associations, of the Code of Law for the District of Columbia.

H. R. 13753. An act authorizing an expenditure of certain funds standing to the credit of the Cherokee Nation in the Treasury of the United States to be paid to one of the attorneys for the Cherokee Nation, and for other purposes.

LEAVE OF ABSENCE

By unanimous consent Mr. UNDERWOOD (at the request of Mr. McSWEENEY) was granted leave of absence, for 10 days, on account of illness.

ADJOURNMENT

Mr. WOOD. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 4 o'clock and 44 minutes p. m.) the House adjourned until to-morrow, Friday, December 7, 1928, at 12 o'clock noon.

COMMITTEE HEARINGS

Mr. TILSON submitted the following tentative list of committee hearings scheduled for Friday, December 7, 1928, as reported to the floor leader by clerks of the several committees:

COMMITTEE ON APPROPRIATIONS

(10.30 a. m.)

State, Justice, Commerce, and Labor Departments appropriation bill.

Agriculture Department appropriation bill.

War Department appropriation bill.

NAVAL AFFAIRS COMMITTEE

(10.30 a. m.)

To consider bills on the committee's calendar.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of Rule XXIV, executive communications were taken from the Speaker's table and referred as follows:

647. A letter from the Comptroller General of the United States, transmitting annual report of the Accounting Office for the fiscal year 1928 (H. Doc. No. 362); to the Committee on Expenditures in the Executive Departments.

648. A letter from the chairman of the Interstate Commerce Commission, transmitting the forty-second annual report for the fiscal year 1928 (H. Doc. No. 376); to the Committee on Interstate and Foreign Commerce and ordered to be printed.

CHANGE OF REFERENCE

Under clause 2 of Rule XXII, the Committee on Invalid Pensions was discharged from the consideration of the bill (H. R. 14388) granting a pension to Emma Love, and the same was referred to the Committee on Pensions.

PUBLIC BILLS AND RESOLUTIONS

Under clause 3 of Rule XXII, public bills and resolutions were introduced and severally referred as follows:

By Mr. COOPER of Ohio: A bill (H. R. 14919) granting the consent of Congress to the commissioners of Mahoning County, Ohio, to construct a bridge across the Mahoning River at Cedar Street, Youngstown, Mahoning County, Ohio; to the Committee on Interstate and Foreign Commerce.

By Mr. COOPER of Wisconsin: A bill (H. R. 14920) granting the consent of Congress to the State of Wisconsin to construct, maintain, and operate a free highway bridge across the Rock River at or near Center Avenue, Janesville, Rock County, Wis.; to the Committee on Interstate and Foreign Commerce.

By Mr. WOOD: A bill (H. R. 14921) granting the consent of Congress to the Chicago South Shore & South Bend Railroad to construct, maintain, and operate a railroad bridge across the Grand Calumet River at East Chicago, Ind.; to the Committee on Interstate and Foreign Commerce.

By Mr. BRITTON: A bill (H. R. 14922) to authorize an increase in the limit of cost of two fleet submarines; to the Committee on Naval Affairs.

Also, a bill (H. R. 14923) to amend the naval appropriation act for the fiscal year ending June 30, 1916, relative to the appointment of pay clerks and acting pay clerks; to the Committee on Naval Affairs.

By Mr. LEATHERWOOD: A bill (H. R. 14924) to authorize the Secretary of War to grant to the city of Salt Lake, Utah, a portion of the Fort Douglas Military Reservation, Utah, for street purposes; to the Committee on Military Affairs.

By Mr. LEAVITT: A bill (H. R. 14925) to authorize repayment of certain excess amounts paid by purchasers of lots in the town site of Bowdoin, Mont., and for other purposes; to the Committee on Public Lands.

By Mr. BOWMAN: A bill (H. R. 14926) granting military status to field clerks, engineer service at large, American Expeditionary Forces; to the Committee on Military Affairs.

By Mr. CONNERY: A bill (H. R. 14927) to amend the tariff act of 1922; to the Committee on Ways and Means.

By Mr. CORNING: A bill (H. R. 14928) donating bronze trophy guns to the Cohoes Historical Society, Cohoes, N. Y.; to the Committee on Military Affairs.

By Mr. GOODWIN: A bill (H. R. 14929) for the improvement of the Mississippi River at Minneapolis, Minn.; to the Committee on Rivers and Harbors.

By Mr. JOHNSON of Washington: A bill (H. R. 14930) to provide hospital and dispensary treatment to veterans suffering disabilities not service connected; to the Committee on World War Veterans' Legislation.

By Mr. SIMMONS: A bill (H. R. 14931) to amend section 93 of the Judicial Code establishing the judicial district of Nebraska; to the Committee on the Judiciary.

By Mr. WHITE of Colorado: A bill (H. R. 14932) to amend the World War veterans' act as amended; to the Committee on World War Veterans' Legislation.

By Mr. HALE: A bill (H. R. 14933) for the conservation, care, custody, protection, and operation of the naval petroleum and oil-shale reserves, and for other purposes; to the Committee on Naval Affairs.

By Mr. BERGER: A bill (H. R. 14934) to enforce the rights of citizens of the United States, to protect them against intimidation and threats, to punish conspiracies against such rights of citizens, and for other purposes; to the Committee on the Judiciary.

By Mr. COOPER of Wisconsin: A bill (H. R. 14935) to amend chapter 6, title 44, of the United States Code by inserting a new section to be known as section 189 A; to the Committee on Printing.

By Mr. FULMER: A bill (H. R. 14936) authorizing an appropriation of \$15,000,000 for the purchase of seed, feed, and fertilizer to be supplied to farmers in the crop-failure areas of the United States, and for other purposes; to the Committee on Agriculture.

By Mr. RAGON: A bill (H. R. 14937) releasing all claims of the United States in respect to Government-owned equipment loaned to the Governor of Arkansas for use at the encampment of the United Confederate Veterans, which was held at Little Rock, Ark., in May, 1928; to the Committee on Military Affairs.

By Mr. FULMER: A bill (H. R. 14938) to provide for the use of net weights in interstate and foreign commerce transactions in cotton, to provide for the standardization of bale covering for cotton, and for other purposes; to the Committee on Agriculture.

By Mr. SEARS of Florida: A bill (H. R. 14939) for improvement of navigation and the control of floods of Caloosahatchee River and Lake Okeechobee and its drainage area, Florida; to the Committee on Flood Control.

By Mr. CANNON: A bill (H. R. 14940) to establish a Federal farm board to aid in the orderly marketing and in the control and disposition of the surplus of agricultural commodities in interstate and foreign commerce; to the Committee on Agriculture.

By Mr. BYRNS: Joint resolution (H. J. Res. 337) providing for a joint committee of the Senate and House of Representatives on reorganization of the administrative services of the Government; to the Committee on Rules.

By Mr. TAYLOR of Colorado: Joint resolution (H. J. Res. 338) restricting the Federal Power Commission from issuing or approving any permits or licenses affecting the Colorado River or any of its tributaries; to the Committee on Interstate and Foreign Commerce.

By Mr. BURTON: Joint resolution (H. J. Res. 340) to authorize the Secretary of the Treasury to cooperate with the other relief creditor governments in making it possible for Austria to float a loan in order to obtain funds for the furtherance of its reconstruction program, and to conclude an agreement for the settlement of the indebtedness of Austria to the United States; to the Committee on Ways and Means.

PRIVATE BILLS AND RESOLUTIONS

Under clause 1 of Rule XXII, private bills and resolutions were introduced and severally referred as follows:

By Mr. ALDRICH: A bill (H. R. 14941) granting an increase of pension to Lamira E. Albro; to the Committee on Invalid Pensions.

By Mr. BECK of Pennsylvania: A bill (H. R. 14942) granting an increase of pension to Anna M. Kabel; to the Committee on Invalid Pensions.

By Mr. BEEDY: A bill (H. R. 14943) granting an increase of pension to Hattie L. Daly; to the Committee on Invalid Pensions.

By Mr. BLAND: A bill (H. R. 14944) granting an increase of pension to Frederick L. Eagle; to the Committee on Pensions.

By Mr. BOIES: A bill (H. R. 14945) granting an increase of pension to Sarah O'Neill; to the Committee on Invalid Pensions.

By Mr. BRAND of Ohio: A bill (H. R. 14946) granting an increase of pension to Mary E. Jenkins; to the Committee on Invalid Pensions.

Also, a bill (H. R. 14947) granting an increase of pension to Lida J. Lawrence; to the Committee on Invalid Pensions.

Also, a bill (H. R. 14948) granting an increase of pension to Emma Purnell; to the Committee on Invalid Pensions.

Also, a bill (H. R. 14949) granting an increase of pension to Elizabeth J. Hinkson; to the Committee on Invalid Pensions.

Also, a bill (H. R. 14950) granting an increase of pension to Margaret Ivers; to the Committee on Invalid Pensions.

By Mr. BROWNE: A bill (H. R. 14951) granting an increase of pension to Carrie C. Fry; to the Committee on Invalid Pensions.

By Mr. BURTON: A bill (H. R. 14952) to reimburse the estate of Mary Agnes Roden; to the Committee on Claims.

By Mr. CANNON: A bill (H. R. 14953) granting a pension to Alice F. Pritchett; to the Committee on Invalid Pensions.

Also, a bill (H. R. 14954) granting a pension to Sariah A. Wilds; to the Committee on Invalid Pensions.

Also, a bill (H. R. 14955) granting a pension to Miles A. Williams; to the Committee on Invalid Pensions.

Also, a bill (H. R. 14956) granting a pension to Addie R. Thomas; to the Committee on Invalid Pensions.

Also, a bill (H. R. 14957) granting a pension to Magnolia Roberts Powell; to the Committee on Invalid Pensions.

Also, a bill (H. R. 14958) granting a pension to Mary E. Ruffin; to the Committee on Invalid Pensions.

Also, a bill (H. R. 14959) granting an increase of pension to Jesse S. Trower; to the Committee on Invalid Pensions.

By Mr. CHINDBLOM: A bill (H. R. 14960) for the relief of Charles G. Brainard; to the Committee on Claims.

By Mr. CLANCY: A bill (H. R. 14961) granting a pension to Roxanna Perry; to the Committee on Invalid Pensions.

By Mr. COCHRAN of Missouri: A bill (H. R. 14962) granting an increase of pension to Kate D. Smith; to the Committee on Invalid Pensions.

By Mr. COOPER of Ohio: A bill (H. R. 14963) granting a pension to Hannah Godward; to the Committee on Invalid Pensions.

By Mr. DENISON: A bill (H. R. 14964) granting an increase of pension to Sarah M. Sadler; to the Committee on Invalid Pensions.

Also, a bill (H. R. 14965) granting an increase of pension to Hulda Johnson; to the Committee on Invalid Pensions.

By Mr. FREAR: A bill (H. R. 14966) granting a pension to Marie Thorson; to the Committee on Pensions.

By Mr. HUGHES: A bill (H. R. 14967) granting an increase of pension to Martha J. Underwood; to the Committee on Invalid Pensions.

By Mr. JOHNSON of Washington: A bill (H. R. 14968) granting a pension to Minnie A. Squires; to the Committee on Invalid Pensions.

Also, a bill (H. R. 14969) granting a pension to Lizzie A. Nellis; to the Committee on Pensions.

Also, a bill (H. R. 14970) granting an increase of pension to Melvina Cannon; to the Committee on Invalid Pensions.

Also, a bill (H. R. 14971) granting an increase of pension to Emma B. Haines; to the Committee on Invalid Pensions.

Also, a bill (H. R. 14972) for the relief of Sylvester S. Thompson; to the Committee on Military Affairs.

Also, a bill (H. R. 14973) for the relief of Grant R. Kelsey, alias Vincent J. Moran; to the Committee on Naval Affairs.

By Mr. KADING: A bill (H. R. 14974) granting an increase of pension to Daniel B. W. Stocking; to the Committee on Pensions.

By Mrs. KAHN: A bill (H. R. 14975) for the relief of Capt. William Cassidy; to the Committee on Military Affairs.

Also, a bill (H. R. 14976) to correct the military record of John G. Wiest; to the Committee on Military Affairs.

By Mr. KENDALL: A bill (H. R. 14977) granting a pension to Sanford C. Mackey; to the Committee on Invalid Pensions.

Also, a bill (H. R. 14978) granting a pension to Malissa Anna Mackey; to the Committee on Invalid Pensions.

By Mr. KIESS: A bill (H. R. 14979) granting a pension to Wilber Green; to the Committee on Invalid Pensions.

Also, a bill (H. R. 14980) granting an increase of pension to Lydia Hannah Barr; to the Committee on Invalid Pensions.

By Mr. LEAVITT: A bill (H. R. 14981) for the relief of Josephine Laforge (Sage Woman); to the Committee on Indian Affairs.

By Mr. MENGES: A bill (H. R. 14982) granting an increase of pension to Laura V. Draiss; to the Committee on Invalid Pensions.

By Mr. MERRITT: A bill (H. R. 14983) granting a pension to Richard H. Gedda; to the Committee on Pensions.

By Mr. MOORE of Kentucky: A bill (H. R. 14984) granting an increase of pension to Willie H. Meek; to the Committee on Pensions.

By Mr. MOORMAN: A bill (H. R. 14985) for the relief of the estate of Thomas J. Jones, deceased; to the Committee on War Claims.

By Mr. MURPHY: A bill (H. R. 14986) granting a pension to Emma Hall; to the Committee on Invalid Pensions.

By Mr. NORTON of Nebraska: A bill (H. R. 14987) granting an increase of pension to Martha W. Cassell; to the Committee on Invalid Pensions.

By Mr. O'CONNOR of New York: A bill (H. R. 14988) granting a pension to Denis Keohane; to the Committee on Pensions.

By Mr. PRATT: A bill (H. R. 14989) for the relief of Norman S. Cooper; to the Committee on Naval Affairs.

By Mr. REID of Illinois: A bill (H. R. 14990) granting a pension to Anna Whitmore; to the Committee on Invalid Pensions.

By Mr. RUTHERFORD: A bill (H. R. 14991) granting a pension to James C. Howard; to the Committee on Pensions.

By Mr. SEARS of Florida: A bill (H. R. 14992) for the relief of Albert H. Jacobson; to the Committee on Claims.

By Mr. SIMMONS: A bill (H. R. 14993) granting an increase of pension to Malinda J. Cross; to the Committee on Invalid Pensions.

By Mr. SNELL: A bill (H. R. 14994) granting a pension to Lillie Eggsware; to the Committee on Invalid Pensions.

Also, a bill (H. R. 14995) granting an increase of pension to Elizabeth Barden; to the Committee on Invalid Pensions.

By Mr. SUMNERS of Texas: A bill (H. R. 14996) granting an increase of pension to Mary Kynette; to the Committee on Invalid Pensions.

Also, a bill (H. R. 14997) granting an increase of pension to Wilhelmina Wilson; to the Committee on Invalid Pensions.

By Mr. TAYLOR of Tennessee: A bill (H. R. 14998) granting a pension to Charles Rapiet; to the Committee on Pensions.

By Mr. VESTAL: A bill (H. R. 14999) granting an increase of pension to Clara I. Birt; to the Committee on Invalid Pensions.

By Mr. VINSON of Kentucky: A bill (H. R. 15000) granting a pension to Laura J. Williams; to the Committee on Invalid Pensions.

Also, a bill (H. R. 15001) granting a pension to Walter Griffith; to the Committee on Pensions.

By Mr. WARE: A bill (H. R. 15002) for the relief of Maude E. Mayer; to the Committee on Foreign Affairs.

By Mr. YON: A bill (H. R. 15003) for the relief of Thomas N. Smith; to the Committee on Naval Affairs.

Also, a bill (H. R. 15004) for the relief of Florence P. Hampton; to the Committee on Claims.

By Mr. BRITTEN: Joint resolution (H. J. Res. 336) authorizing the Secretary of War to receive for instruction at the United States Military Academy at West Point, Roy Von Lewinski, citizen of Germany; to the Committee on Military Affairs.

By Mr. GAMBRILL: Joint resolution (H. J. Res. 339) conferring the rank, pay, and allowances of a major of Infantry, to date from March 24, 1928, upon Robert Graham Moss, late captain, Infantry, United States Army, deceased; to the Committee on Military Affairs.

PETITIONS, ETC.

Under clause 1 of Rule XXII, petitions and papers were laid on the Clerk's desk and referred as follows:

7882. Petition of Public Forum of Brooklyn Heights, New York City, opposed to the surrender of Muscle Shoals to private interests; to the Committee on Military Affairs.

7883. Petition of Niagara Falls Chamber of Commerce, petitioning Congress to reimburse the relatives of Jacob D. Hanson; to the Committee on Claims.

7884. By Mr. CRAMTON: Letter of November 27, 1928, from secretary Michigan State Farm Bureau, presenting resolution adopted by the board of directors of that organization urging enactment of a tariff of at least \$3 per hundred on imported sugar; to the Committee on Ways and Means.

7885. By Mr. DE ROUEN (by request): Petition of Women's Christian Temperance Union of Eunice, La., requesting that Congress enact into law the Lankford Sunday rest bill for the District of Columbia (H. R. 78), or similar measures; to the Committee on the District of Columbia.

7886. By Mr. FRENCH: Petition of citizens of Wallace, Idaho, favoring the national origins plan of immigration restriction; to the Committee on Immigration and Naturalization.

7887. By Mr. LINDSAY: Petition of John W. Roeder, vice president, the People's National Bank of Brooklyn, N. Y., opposing the amendment of section 5219 of the Federal laws governing the taxation of national banks on the ground that it will be destructive of progress made in this matter; to the Committee on Ways and Means.

7888. By Mr. WATSON: Petition signed by residents of Trappe, Pa., and vicinity, favoring House bill 78, "To secure Sunday as a day of rest in the District of Columbia, and for other purposes"; to the Committee on the District of Columbia.

7889. By Mr. WYANT: Petition of Pennsylvania State Camp, Patriotic Order Sons of America, urging restriction of foreign immigration from Mexico, Central and South America, etc.; to the Committee on Immigration and Naturalization.

7890. Also, petition of Junior Order United American Mechanics, favoring passage of Senate bill 1727; to the Committee on the Civil Service.

7891. Also, petition of Joint Association of Postal Employees of Western Pennsylvania, recommending legislation permitting optional retirement after 30 years service with annuities increased to \$1,200 per year; to the Committee on the Civil Service.

SENATE

FRIDAY, December 7, 1928

The Chaplain, Rev. Z. Barney T. Phillips, D. D., offered the following prayer:

Almighty God, in whose embrace all creatures live, and who dost bestow those benefits which human frailty can not grasp, quicken in us the sense of Thy presence, refresh us with Thy power.

Lift our souls above the weary round of harassing thoughts into the quiet contemplation of Thine infinite calm. Humble us by laying bare before us our littleness and our sin, and then exalt us by the revelation of Thyself as counselor and friend, that with a sure and steadfast faith in Thee we may quit ourselves like men, approved of God, and thus become springs of strength and joy to the Nation Thou hast called us to serve. Grant this for the sake of Him who is the Desire of nations, Jesus Christ, our Lord. Amen.

The Chief Clerk proceeded to read the Journal of yesterday's proceedings, when, on the request of Mr. JONES and by unanimous consent, the further reading was dispensed with and the Journal was approved.

MESSAGE FROM THE HOUSE—ENROLLED BILLS SIGNED

A message from the House of Representatives, by Mr. Hultigan, one of its clerks, announced that the Speaker had affixed his signature to the following enrolled bills, and they were signed by the Vice President:

S. 3325. An act for the relief of Horace G. Knowles; and

S. 4402. An act authorizing the Secretary of the Navy to assign to the Chief of Naval Operations the public quarters originally constructed for the Superintendent of the Naval Observatory in the District of Columbia.

DAUGHTERS OF THE AMERICAN REVOLUTION

The VICE PRESIDENT laid before the Senate a communication from the Secretary of the Smithsonian Institution transmitting, pursuant to law, the annual report of the National Society of the Daughters of the American Revolution for the year ended March 1, 1928, which was referred to the Committee on Printing.

REPORT OF THE UNITED STATES BOARD OF MEDIATION

The VICE PRESIDENT laid before the Senate a communication from the chairman of the United States Board of Mediation, transmitting, pursuant to law, the annual report of the board for the fiscal year ended June 30, 1928, which was referred to the Committee on Interstate Commerce.

PETITIONS AND MEMORIALS

Mr. VANDENBERG presented a petition of members of the Woman's Union and the Women's Missionary Society of the Central Woodward Christian Church, of Detroit, Mich., praying for the ratification of the so-called multilateral treaty renouncing war, and adoption of the so-called Gillett resolution (S. Res. 139) suggesting a further exchange of views relative to the world court, which was referred to the Committee on Foreign Relations.

Mr. WAGNER presented a resolution adopted by the council of the city of Long Beach, N. Y., which was referred to the Committee on Commerce and ordered to be printed in the RECORD as follows:

Resolution

CITY OF LONG BEACH,

November 27, 1928.

Mr. Hogan introduced and moved the adoption of the following resolution:

"Whereas a public hearing will be held in Washington on the deepening and widening of East Rockaway Inlet; and

"Whereas this improvement will permit of deep-draught vessels entering Reynolds Channel and Great South Bay and is of vital interest to the city of Long Beach: Now, therefore, be it

"Resolved, That this project be, and the same is hereby, approved and the necessary action by the Federal authorities to initiate the improvements urged by this board on behalf of the people of the city of Long Beach.

"Mr. Saltzman seconded the motion for the adoption of the above resolution.

"Voting: Mayor William J. Dalton, aye; Supervisor Thomas J. Hogan, aye; Councilman Charles L. Daly, aye; Councilman James M. Power, aye; Councilman Louis H. Saltzman, aye."

I hereby certify that the above is a true and exact copy of a resolution unanimously adopted by the council of the city of Long Beach, at a meeting of the council held at the city hall on Tuesday, November 27, 1928.

FRANK G. WALDRON, City Clerk.

Mr. SHEPPARD presented a petition of certain pastors of churches at Carbon, Tex., praying for the adoption of a constitutional amendment prohibiting sectarian appropriations, which was referred to the Committee on the Judiciary.

Mr. DENEEN presented a resolution adopted by the Chicago (Ill.) Council on Foreign Relations, favoring the prompt ratification of the so-called multilateral treaty renouncing war, which was referred to the Committee on Foreign Relations.

Mr. FRAZIER presented the petition of L. Noltmeyer and 62 other citizens, of Valley City, N. Dak., praying for the prompt ratification of the so-called multilateral treaty renouncing war, which was referred to the Committee on Foreign Relations.

Mr. KEYES presented a petition of members of the South Main Street Congregational Church, of Manchester, N. H., praying for the ratification of the so-called multilateral treaty renouncing war, which was referred to the Committee on Foreign Relations.

Mr. BINGHAM presented resolutions of the Northwest Child Welfare Club, of Hartford, the Westport Republican Woman's Club, and the Connecticut League of Women Voters, in the State of Connecticut, favoring the prompt ratification of the so-